

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8134

庚申年二月初四

MONDAY, MARCH 14, 1910.

一拜禮 號四十月三英港香

\$35 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$15,000,000  
Sterling ..... \$15,000,000  
Silver ..... \$15,000,000  
RESERVE LIABILITY OF PROPORTION ..... \$15,000,000

COURT OF DIRECTORS:  
H. E. Tomkins, Esq.—Chairman.  
G. Balloch, Esq.—Deputy Chairman.  
J. W. Bandow, Esq.  
Hon. Mr. W. J. Gresson  
G. S. Gubbay, Esq.  
G. R. Lumsden, Esq.  
F. Lieb, Esq.  
G. H. McDermott, Esq.  
R. Shalman, Esq.  
H. A. Sibley, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4 per Cent. per Annum.  
For 6 months, 4 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 2nd March, 1910. [10]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,500,000  
RESERVE FUND ..... £1,575,000  
RESERVE LIABILITY OF PROPORTION ..... £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per cent.  
" " " 6 " " 3 " "  
" " " 3 " " 2 " "  
WM. DICKSON,  
Manager.  
Hongkong, 5th April, 1909. [11]

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 10,250,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO.  
Kobe.  
OSAKA.  
NAGASAKI.  
LONDON.  
LYONS.  
NEW YORK.  
SAN FRANCISCO.  
HONOLULU.  
BOMBAY.  
SHANGHAI.  
HANKOW.  
TIENTSIN.  
PEKIN.  
NEWCHOWANG.  
DALNY.  
PORT ARTHUR.  
ANTUNG.  
LIOWANG.  
MUKDEN.  
TIE-LING.  
CHANGCHUN.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 3 per cent. per annum on the daily balance.  
On fixed deposits:  
For 12 months ..... 4 per cent.  
" 6 " ..... 3 1/2 " "  
" 3 " ..... 3 " "  
TAKAO TAKAMICHI,  
Manager.  
Hongkong, 12th March, 1910. [12]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin  
Calcutta  
Canton  
Hankow  
Kobe  
Peking  
Singapore  
Tientsin  
Yokohama  
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigsche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank für Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
von der Hagen & Söhne  
Frankfurt  
J. A. von Rothschild & Söhne  
Hamburg  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim Jr. & Co., Köln.  
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:  
Messrs. N. M. ROYNSHILL & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DISCOUNT BANK (BERLIN), LONDON AGENT  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
J. KULLMANN,  
Acting Manager.  
Hongkong, 3rd March, 1910. [13]

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per Cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. [14]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$5,000,000  
ABOUT MK \$7,222,222  
RESERVE FUND ..... GOLD \$5,000,000  
ABOUT MK \$7,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEMILL HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND CREDIT BANK, LTD.  
BRANCHES AND AGENTS ALL OVER THE WORLD.

HK Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 4 per cent. on daily balances and accept Fixed Deposits at the following rates:  
For 12 months 4 per cent. per annum.  
" 6 " 3 1/2 " "  
" 3 " 3 " "  
No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. [15]

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman.  
G. Stephanus, Esq.  
Lee Yung Su, Esq.  
J. H. McMichael, Esq.  
G. R. Barkill, Esq.  
J. A. Wattie, Esq., Manager Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Force ..... \$34,054,152.00  
Assets ..... 7,114,490.08  
Income for Year ..... 3,073,834.81  
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.  
B. W. TAPE, Esq., Can on, Macao and the Philippines, District Secretary.  
ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1903. [16]

### PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. Every 10 minutes  
7.30 a.m. to 10.00 a.m. Every 15 minutes  
10.30 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 15 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 15 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT GARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT GARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 17th April, 1909. [17]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR SHANGHAI ..... DEVANEA ..... About 17th Mar. } Freight and Passage.  
LONDON, &c., via usual Ports { MACEDONIA ..... Noon, 19th Mar. } See Special Advertisement.  
Capt. J. D. Andrews, R.M.R.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... SUNDIA ..... About 23rd Mar. } Freight and Passage.  
Capt. R. A. Peters  
SHANGHAI, MOJI, KOBE & SARDINIA ..... About 25th Mar. } Freight and Passage.  
Capt. C. C. Talbot, R.M.R.

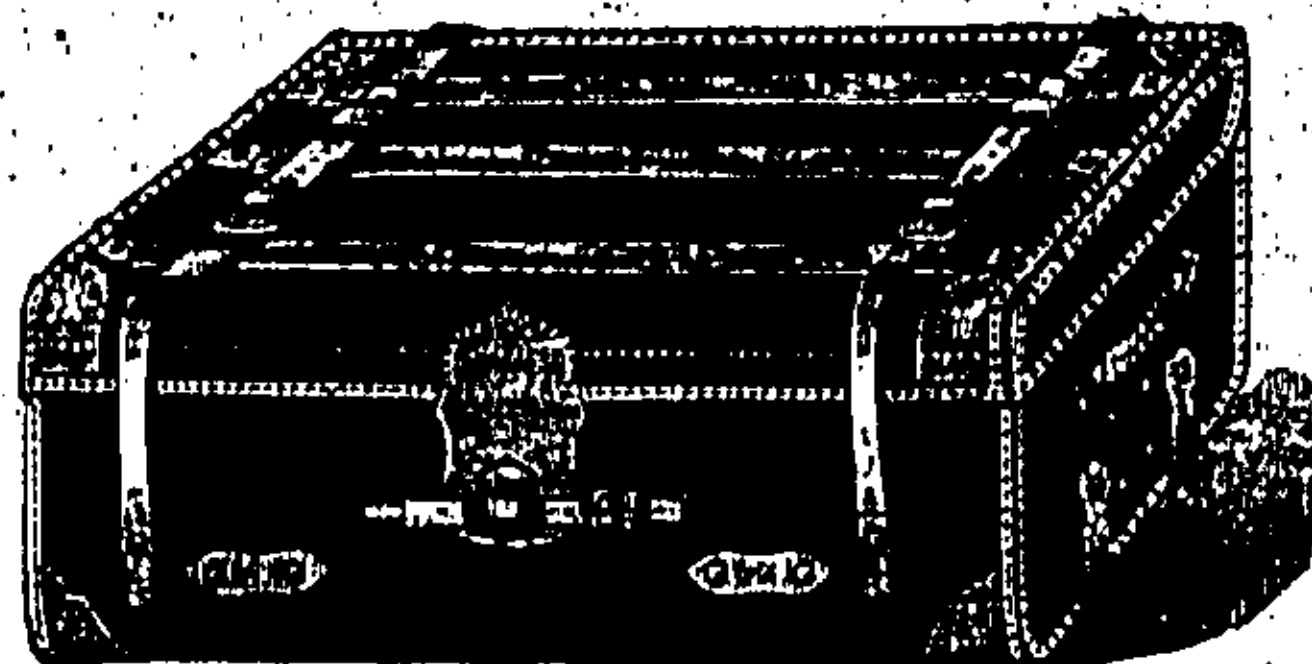
For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 10th March, 1910. [18]

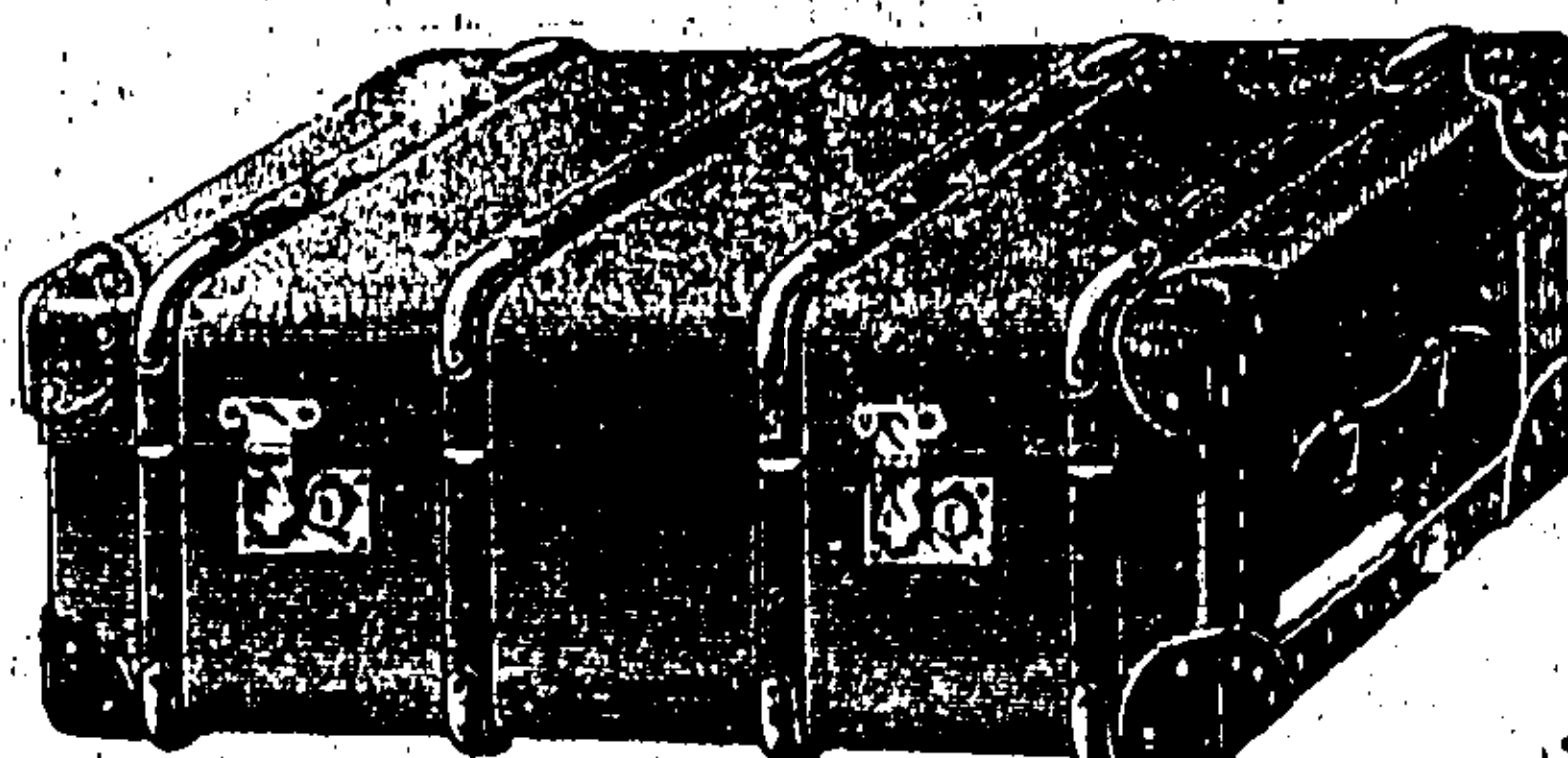
## Intimations.

### LANE, CRAWFORD & CO.

#### CABIN TRUNKS.



All Sizes. From \$18.00 each.



#### KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO. [19]

### CALDBECK, MAGGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.



Telephone No. 75.

Hongkong, 20th January, 1910. [20]

## Hotels.

### BOXING TOURNAMENT.

AT BELLE VIEW STADIUM,

Telephone No. 907.

A GRAND TOURNAMENT for WELTER WEIGHTS and HEAVY WEIGHT is being promoted by the proprietor of the Belle View Hotel to take place on SUNDAY AFTERNOON, 20th instant.

The Tournament is open to all Navy and Army men. Entries will be received by the undersigned. The prizes are Two Silver Cups suitably inscribed, as well as a Purse. The trophies will shortly be on view at the Belle View Hotel. Correspondence should be addressed to W. WINCH, Belle View Hotel.

### HOTEL CRAIGIEBURN.

PIPER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 16.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [21]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 14th March.  
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM  
10.00 P.M. HONAM 5.15 P.M. FATSHAN  
CANTON TO HONGKONG: THURSDAY, 17th March.  
6.00 A.M. KINSHAN 8.00 A.M. HONAM  
8.00 A.M. HEUNGSHAN 5.00 P.M. KINSHAN  
10.00 P.M. HONAM 5.15 P.M. FATSHAN  
TUESDAY, 15th March.  
6.00 A.M. KINSHAN 8.00 A.M. HEUNGSHAN  
8.00 A.M. FATSHAN 5.00 P.M. KINSHAN  
10.00 P.M. HEUNGSHAN 5.15 P.M. HONAM  
WEDNESDAY, 16th March.  
6.00 A.M. KINSHAN 8.00 A.M. FATSHAN  
8.00 A.M. HONAM 5.00 P.M. KINSHAN  
10.00 P.M. FATSHAN 5.15 P.M. HEUNGSHAN  
SUNDAY, 20th March.  
10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, 2nd Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### EXCURSION TO MACAO.

On SUNDAY, the 20th MARCH, 1910.  
The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
Departure from Macao at 5 P.M.  
GREAT REDUCTION IN FARES:  
1st Class Return \$2, Single \$1. 2nd Class Return \$1, Single 60 cts.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao. Further Particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 7 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "San" and "Sui". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Blake Pier. [22]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,  
Manager. [23]

Hongkong, 5th February, 1909

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of  
L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

Telephone, 120. Telegrams "Astor."

### REMINGTON

### TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

Hongkong, 1st August, 1909. [24]



Mails.  
**NORDDEUTSCHER LLOYD.**  
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE" P. Giesch	WEDNESDAY, 23rd Mar., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Buxter	About WEDNESDAY, 23rd March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leber	FRIDAY, 25th Mar., Daylight.
YOKOHAMA and KOBE	"COHLLENZ" Capt. H. Raegener	About SATURDAY, 2nd April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of April.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1910.

**MESSAGERIES MARITIMES.**

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	POLYNESIEN .....	Broc .....	14th Mar., P.M.
MARSEILLES, VIA PORTS .....	ERNEST SIMONS ..	Girard .....	15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...	OCEANIAN .....	Sellier .....	28th Mar., P.M.
MARSEILLES, VIA PORTS .....	TOMKIN .....	Charbonnel .....	29th Mar., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

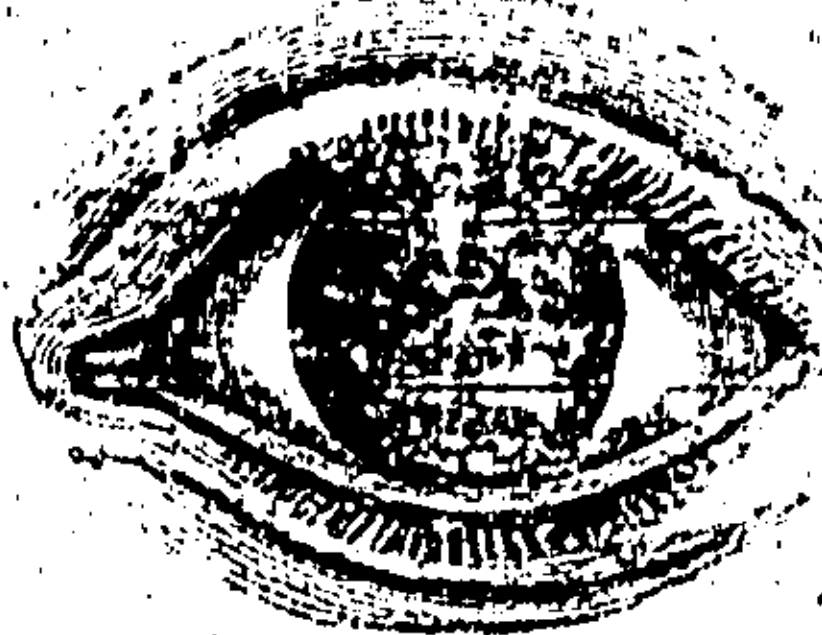
For further particulars, apply to

**P. THOMAS,**  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 1st March 1910.

Intimations.

EYES RIGHT!



**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, GALUTTA, SHANGHAI,  
John Street, Bedford Row, W.G. 59, Broad Street, 165, Nanjing Road.

**VETARZO BRAIN AND NERVE FOOD.**

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. It cures nervousness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, startings, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, beating down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, and successfully combated by this highly scientific preparation. Tracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening, wasting discharges, involuntary losses, etc.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

**VETARZO BLOOD MEDICINE.**

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbued into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether it be in the form of impurities, or of any of the various diseases of the blood, such as scurvy, scorbutus, glandular swellings, discolourations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary syphilis, eczema, lepra, psoriasis, bad hair, bad breath, skin diseases, ulcers, sores, galls or scaly patches, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price is in England, 5/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO BLOOD MEDICINE" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons plating.

AGENTS FOR INDIA.—TREASHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

Intimation.  
**THE YOKOHAMA DOCK CO., LTD.**

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required, and the workmanship and material will be guaranteed.

The cost of Docking, and repair, work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS IN MASON'S LANE.

Apply to—  
**DAVID SASSOON & Co., Ltd.**  
Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).

Apply to—  
**THE COMPRADEUR DEPARTMENT, E. D. Sassoon & Co.,**  
Queen's Road Central.  
Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.  
A HOUSE in WONG-MEI-CHONG ROAD.  
A HOUSE in RIVER TERRACE.  
OFFICES in YORK BUILDING.  
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 12th March, 1910.

TO LET FURNISHED.

TANTALLON, 126A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—  
**GODDARD & DOUGLAS,**  
Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 54, DUNDRELL STREET.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 24th March, 1909.

To Let.

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT  
**GRACA & CO.**  
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and  
**VIEW POST CARDS.**

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twistors, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

**MANILA CIGAR AND CIGARETTES.**

&c., &c., &c.  
Inspection invited,  
Hongkong, 12th January, 1910.

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT.**

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag ex Factory.

**SHAWAN TOMES & CO.,**  
General Managers.  
Hongkong, 12th August, 1908.

Dentistry.

**DR. M. H. CHAUN,**  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.  
Hongkong, 27th January, 1910.

THIN TING

**LATEST METHODS OF DENTISTRY.**

STUDIO AT NO. 14, D'AGUILAR STREET.

**REASONABLE FEES.**  
Consultation Free.

Hongkong, 9th June, 1904.

HONGKONG VOLUNTEERS.  
ANNUAL INSPECTION.

The inspection by H. E. the General Officer Commanding will be held on Saturday afternoon, the 19th instant.

Parade at headquarters at 2.15 p.m. Dress marching order. Khaki and puttees, helmet with badge, waist-belt with side-arms and 4 pouches and bandolier, coat in coat straps, mess tin and cover, rifle and sling, water bottle, haversack and black boots. Medals will be worn by those in possession of same. Every member of the Corps must be present at this parade unless prevented by sickness or stress of business, in which case a medical certificate or letter from employer stating cause must be provided. The dummy marching order can be seen at headquarters.

THE TOYO KISEN KAISHA.

STATEMENT IN THE JAPANESE DIET.

Mr. Uchida, Head of the Shipping Bureau in the Department of Communications, gave some interesting information on the 16th ult. to the Shipping Subsidies Committee in the Lower House. According to the *Yokohama Mail*, he assigned three principal reasons for the unprosperous condition of the Company. The first was the trade depression which prevailed in America in 1908, the year during which the bulk of the Company's losses were incurred. The second was the boycott in China, which operated on both sides; and the third was the Company's attempt to run an independent line to South America. Mr. Uchida further explained that the Company's project of carrying oil in bulk, for which purpose they have fitted their steamers with large tanks, had proved a failure owing to unforeseeable conditions in the market; and further that the building of the large steamers now on the San Francisco line had not been justified by events. Asked whether the Company had not violated the law by paying dividends while it was really incurring losses, and then proclaiming its actual condition when it received a subsidy from the State, Mr. Uchida said that he failed to detect any violation of the law. He put the total losses of the Company at Yen 880,000.

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

FURNITURE WAREHOUSE

**LI KWONG LOONG & CO.**  
CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their FURNITURE STORE

at  
No. 10, DES VŒUX ROAD CENTRAL.  
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."  
(Sd.) A. S. WATSON & Co.,  
15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

**AN INSPECTION INVITED.**  
Hongkong, 21st January, 1910.

**PABST EXTRACT.**

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

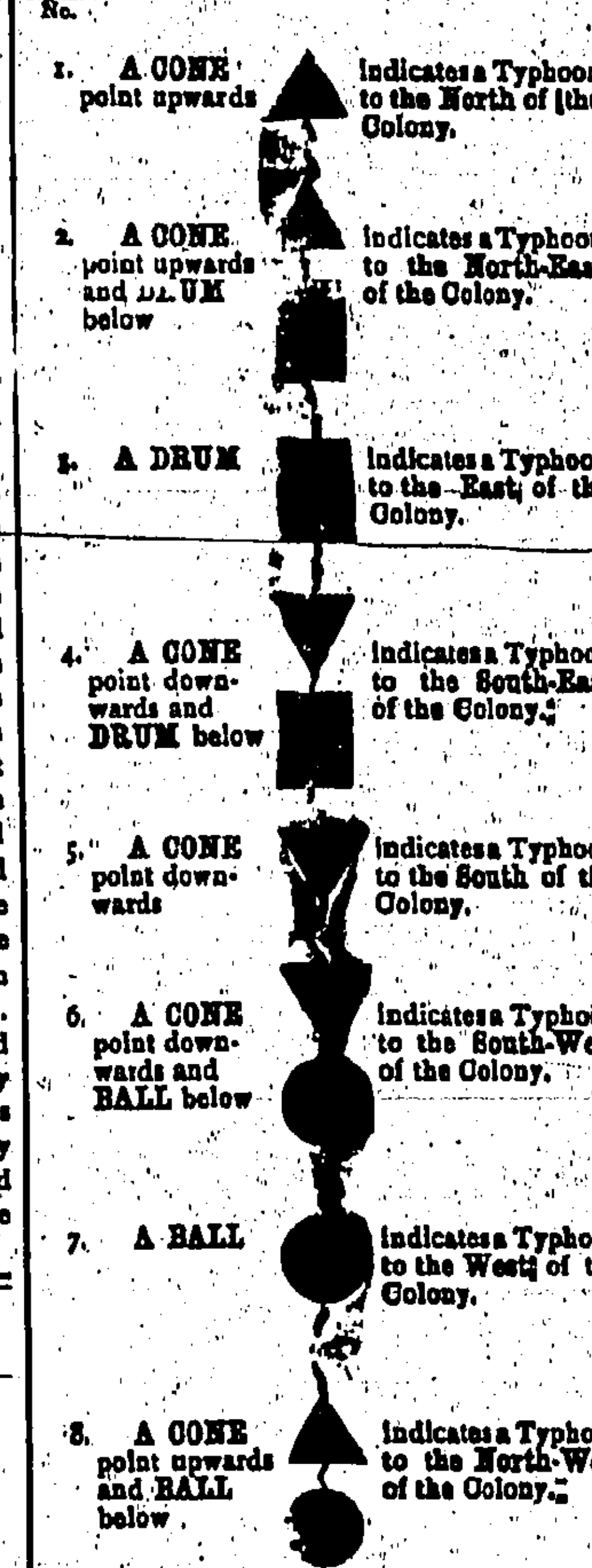
**ALSO JUST RECEIVED—**  
PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

**SIEMSEN & CO.,**  
Agents,  
Hongkong, 13th December, 1909.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft, and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.  
Waglan. San Ki Wan.  
Stanley. Sai Kung.  
Cape Collinson. Sha Tau Kok.  
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. FISS,  
Director.



## Intimation.

## Powell's

Showrooms are stocked with a selection of High Class Household and Office Furniture.

## BEDROOM SUITES

## WOOD BEDSTEADS

## SIDEBOARDS

## DINNER WAGONS

## DINING TABLES

## DINING CHAIRS

## OVERMANTELS

## OCCASIONAL

## TABLES

## CARD TABLES

## LIBRARY TABLES

## OFFICE DESKS

## FANCY DESKS

## BOOKCASES

## SEWING TABLES

## REVOLVING

## CHAIRS

## HALL STANDS

## PEDESTALS

## CABINETS

## CHESTERFIELDS

## LOUNGES

## SETTEES

FIRST FLOOR

**Alexandra Buildings.**

Hongkong, 14th March, 1910.

## Public Companies

THE CHINA-BORNEO COMPANY, LIMITED.  
NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, TO-MORROW, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.  
THE CHINA-BORNEO CO., LD.,  
W. G. DARBY,  
General Manager.  
Hongkong, 14th March, 1910. [215]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Building, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 10 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and for the purpose of electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 3rd March, 1910. [215]

CHINA SUGAR REFINING CO., LD.

## NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.  
JARDINE, MATHESON & Co., LD.,  
General Agents.  
Hongkong, 4th March, 1910. [229]

LUZON SUGAR REFINING CO., LD.

## NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.  
JARDINE, MATHESON & Co., LTD.,  
General Agents.  
Hongkong, 4th March, 1910. [230]

## Notice of Firm.

## CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,  
P. A. LAPICQUE & Co.,  
Agents.  
MESSAGERIES MARITIMES,  
P. THOMAS,  
Agent.  
Hongkong, 29th December, 1909. [276]

## Intimations

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th March, 1910. [241]

## KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Vaux Road West  
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS TO

H.B.M. Naval and Military Authorities.

I HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery.

LEUNG TAI,  
Managing Director.  
Hongkong, 19th January, 1910. [177]

## COMMERCIAL.

## TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	7 1/2
Anglo-Malays	31 1/2
Balgonwies	160
Carey United	21 1/2 prem.
Castlefields	180 1/2
Changkat Serdang	50
Cheras	315
Damansaras	25 1/2
Eastern Internationals	33 1/2 prem.
Fed. Selangors	26 1/2
Glenasly	32
Golconda	125 1/2
Highlands and Lowlands	150 1/2
Jedragiris	54 1/2
Kamunings	67 1/2 prem.
Kuala Lumpurs	180 1/2
Labur	112 1/2
Ledbury	100 1/2
Linggi	48 1/2
London Asiatics	127 1/2
London Ventures	11 1/2
Merlimans	63 1/2
Pajama	515
Pegohs	544
Robber Trust	38 1/2 prem. ex. m. i.
Saggar	337 1/2
Sandycrofts	335
Sekongs	27 1/2 prem.
Shelfords	66 1/2
Singapore & Johores	75 1/2
Sungei Chohs	75 1/2
Sungei Kapars	142 1/2
Tandjongs	70 1/2 prem.
Tangkahs	26 1/2 prem.
United Serdangs	125 1/2
United Singapores	52 1/2
United Sumatras	14 1/2

## KALUMPONG.

The secretary of the Kalumpung Rubber Co., Ltd., advises that the output of wet Rubber from the estate during the month of February was 7,025 lb.; from September, 1909, to February, 1910, 41,390 lb.; the equivalent in dry rubber being about 16,750 lb. The dry rubber shipped to London—September-February—was 27,510 lb.

## RETURNS AND PRICES.

Kuala Lumpur, March 5.  
The following February rubber crops are noted.  
F. M. S. 22,179. Against 10,990. Nine months 184,029. Against 81,307.  
Kuala Lumpur, 42,475. Against 16,301. Eight months 319,238. Against 129,582.  
Castlefield 2,338. Against 3,374.  
Seremban 17,820.  
Sungei Choh 2,150.  
Inch Kenneth 11,144. Against 3,462. Nine months 87,965. Against 16,846.  
Glenahiel 1,719. Two months 3,612. Against 217.

The Planters' Stores have a London wire stating that fine hard Para is 9 1/4 and average number one Plantation 9 1/8 per pound.

## THE DALAI LAMA.

The Peking correspondent of the *N. C. D. News* writes under date and last:

The Dalai Lama has certainly played a conspicuous part in contributing to the entertainment, if not to the gaiety, of nations during the past ten days. In Peking he has been the chief subject of interest for a week, which is rather more than a priest should expect in this diplomatic centre. Moreover additional interest has been given to the Tibetan situation by the many side issues that have manifested themselves at unexpected moments. Of course the Dalai Lama, when he was here a year ago, became personally acquainted with all the foreign Ministers, and as there are many Lamas in Peking one would naturally have expected that some of these people would have kept him in touch with passing events. But apparently he knew very little about Peking's movements; for as soon as the Chinese expeditionary force crossed the borders of Tibet the Dalai Lama sent a special messenger to Peking bearing dispatches for the Ministers of Great Britain, America, Japan, Russia, Germany and France. Each mission was addressed personally to the Minister—and the one intended for America's representative was addressed to Mr. W. W. Rockhill. Mr. Rockhill, it appears, was pleasantly impressed by the Dalai Lama. He thought the Dalai was a shrewd person with more than the average amount of intelligence; whereas many of Mr. Rockhill's confidants failed to discern any trace of ability in the Yellow pontiff.

The Lama messenger arrived in Peking eleven days ago and delivered his messages without attracting any special attention. Nothing was said to the Chinese Government about the matter and, of course, the Ministers and their people took elaborate care to keep the news from the group of journalists, who make regular rounds of the Legations in search of news. The diplomatic body then referred the matter to the Home Government and waited calmly for instructions. In the meanwhile, however, the journalists got wind of the affair and they might have precipitated the revelation, if they had not sympathized to some extent with the Dalai—but they did sympathize with him and they also remained mute, believing that the Chinese Government was still in the dark. Then came the news of the rush of Chinese troops towards Lhasa and the flight of the Dalai Lama towards the Sikkim frontier, and his successful entry into India escorted by thousands of admiring Sikhs. At this juncture an "enterprising" Grand Councilor obtained news of the Dalai's appeal to the Powers and a special meeting of the Council was called. H. E. Lu Hsi-hsun took a peering view of the

matter, saying that China might lose Tibet. The Dalai Lama was entering India and Britain might think it necessary to restore him to power. That would mean, continued Lu Hsi-hsun, a force of British troops being sent to Lhasa to restore order—perhaps to remain there. For the second time in his life the Regent took the bull by the horns, for in a manner almost identical with the dismissal of Yuan Shih-kai, the Regent sprang to his feet, and seizing pen and paper, wrote out the Dalai's dismissal. "That will end it," he said. "Now he is no longer Dalai Lama."

It has not ended the matter, however, for the Chinese Government is beginning to realize that it has converted an administrative incident into a serious diplomatic question, which only the active aid of Britain can enable them to quell.

After the Regent's hasty action it became necessary for Britain to enter into negotiations with China; for the peace of the Indian frontier was imperilled. Accordingly Mr. Max Müller visited the Waiwaps on Friday (selecting the regular day for Ministers to attend the Foreign Office in order that no notice should be taken of the visit). Reuter's exaggerated telegram had then come to hand, and it formed a convenient pretext for the visit. The Waiwaps, represented by Na Tong (for H. E. Liang Tung-yan contracted a sudden illness that laid him up for a few days), replied suavely next day that the force consisted of 2,000 men; that it was sent to Tibet because China felt her power weakening as a consequence of the Dalai Lama's intrigues and opposition; and that the force would merely act as police; and that there would be change in the interior administration of Tibet, China had acted, apparently, more in sorrow than in anger, and one could scarcely refrain from a mental censure of a priest who gave such trouble to the kindly suzerain power.

With the Dalai Lama safe for the time being, the Chinese troops having pursued him with a rigour that justified the term "police" right to the Sikkim frontier, the aspect of the case changed somewhat. The transformation was partly due to the intelligence of the Dalai; for not feeling certain of a favorable reception in India, he announced on the frontier his intention of proceeding to Peking in order to lay his case personally before the Emperor. Incidentally it may be remarked that if he really intends to visit Peking he certainly possesses more grit than is supposed; and otherwise, from India he will be free to travel where he wills. If he stays there, the Government must pension him, give him suitable quarters, and guard him; while it is also under the obligation of preventing him from indulging in any form of intrigue.

By this time the general opinion of the Powers who were not directly interested in the matter was that China had made a serious blunder in not having discussed the matter with Britain, Russia and Japan; because Britain and Russia have many Lamaist subjects and Japan, in addition to being directly interested in the abstract matter of Buddhism is bound to support Britain in all matters affecting the Indian frontier.

Japan accordingly made representations to China on the subject, pointing out wherein she was an interested party, and to what extent China had made the situation acute by indulging in hot-headed action. It then leaked out that China had known for some days about the Dalai Lama's messenger and the contents of his dispatch. "The Times" correspondent at St. Petersburg, moreover, learned that the Dalai had made overtures to Britain and Russia. Accordingly our messages last night gave the additional details which had been held over in a vain attempt to smooth the stony path of the Dalai.

Further news of his travels in India is awaited here with interest, especially by the Chinese authorities, who are in a state of some anxiety just now.

## Intimations

## Benger's Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in this by Chemists, etc. everywhere.

## JAPANESE MASSAGE.

MASSOUR MEIJI SHA,  
GRADUATE OF  
KOBE MESSAGE SCHOOL.  
ATTENDANCE AT  
PATIENTS' RESIDENCE.  
No. 171, WANCHAI ROAD,  
GROUND FLOOR.  
Hongkong, 10th January, 1910. [64]

## Auction.

SPECIAL SALE BY  
PUBLIC AUCTION  
OF  
HIGH CLASS JEWELRY DIRECT  
FROM LONDON.

The Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
on

SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, SINGLE STONE, DIAMOND, RINGS, DIAMOND AND RUBY, EMERALD, OPAL, TURQUOISE and SAPPHIRE RINGS, MARQUISE RINGS, GEMSET RINGS, GOLD and GOLD-FILLED BANGLES and BRACELETS, GENT'S SOLID GOLD and GOLD-FILLED WATCHES and ALBERTS, DIAMOND TIE PINS and STUDS, LEVER WATCHES, OPEN-FACE WATCH by Benson (cost £25), 18-Carat GOLD WATCH by Dent (cost £40), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, WATCHES, CHAINS, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER-BACKED COMBS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD, FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARRINGS, BROOCHES, HAT PINS, SILVER BELTS, FIELD GLASSES, SILVER-MOUNTED SCENT BOTTLES, &c., &c.

A few Lots of E. P. Nickel Silver Art quality TABLE PLATE and CUTLERY.

ALSO  
SUNDRY IRISH LINENS.  
Catalogues will be issued.  
TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 7th March, 1910. [233]

## Consignees.

## FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA,"  
Captain Kaseel, having arrived, Consignees of Cargo are hereby informed that their Goods are hereby landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained, against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 13th March, 1910. [239]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of March, at 9.30 A.M.

All claims must reach us before the 19th of March, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,  
General Agents.  
Hongkong, 8th March, 1910. [27]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th March, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9 A.M. on the 17th instant. No claims will be admitted after Goods have left the Godown or will they be recognised if presented after to days of the vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd.  
Agents.  
Hongkong, 13th March, 1910. [241]

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"  
FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 8th March, 1910. [234]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KARONGA,"

Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are hereby landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on TUESDAY, 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 9th March, 1910. [235]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"NILE,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 8th March, 1910. [24]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and, West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of March, at 9.30 A.M.

All Claims must reach us before the 21st of March, 1910, or they will not be recognised.

No Fire Insurance will be effected.



## Intimation.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

# Watson's HYGIENOL, AND BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three-gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

A. S. WATSON & CO.,  
LIMITED.

HONGKONG DISPENSARY  
and  
KOWLOON DISPENSARY.  
Hongkong, 2nd February, 1910. (18)

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$36 per annum.  
WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## BIRTHS.

On February 25, 1910, at Peking, the wife of E. Tolleisen, of a daughter.

On March 3, 1910, at Shanghai, the wife of F. A. Tappenden, of a daughter.

On March 6, 1910, at Shanghai, the wife of Herbert H. Fowler, of a daughter.

## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 14, 1910.

## THE WAR ON MOSQUITOES.

## EFFICACY OF DRAINAGE ENGINEERING.

The *American Exporter* recently published a highly instructive article on the efficacy of drainage engineering as a means of exterminating mosquitoes. The subject is one of vital interest to Hongkong, and the following passages from the article can hardly fail therefore to be appreciated.

After discussing such expedients as the use of crude oil and the cleaning up of debris, the writer, Mr. Joseph B. Baker, proceeds: "But the panacea most effective in dealing with mosquito breeding extending over a wide area is to fill up or drain the land permanently.

The Isthmian Canal zone furnishes one of the most striking demonstrations of the value of land filling and draining in really exterminating the mosquito. On account of the luxuriant vegetation, humid climate, and long rainy season this district was formerly infested

with mosquitoes. The countless standing pools in the interior breed myriads of the *Stegomyia fasciata* variety, known as the industrious spreader of yellow fever; but these pools have been filled up with the material excavated from the "big ditch." In connection with the Canal work, Col. W. C. Gorgas, U.S.A., started a prompt, scientific campaign against the mosquito, in order to make the conditions supportable for the workers. The good results that have followed his efforts in this branch of sanitary engineering have surprised and gratified every one.

On the Atlantic Coast the salt meadows have been perhaps the most prolific breeding places of mosquitoes—the source from which the winged pests have covered the country for many miles back of the shore. But inland points are by no means exempt, as fresh water breeding places are common. In inland cities there are enough old cisterns, and enough dwellings where broken pots and pans and the like are left about, to produce a fair crop of mosquitoes. In the suburbs the common gutter drainage affords pools harbouring stagnant water, and out further there are small pools of surface water.

When it was discovered that the pestilent mosquitoes were bred in stagnant water everywhere (some 85 per cent. of the entire number on the Atlantic seaboard being bred in the large areas of salt marsh), scientific attention was given to the problem of their extermination. Draining or filling was recognized as the perfect remedy, the former being the cheaper way; but the early efforts were unpromising. The hand ditching by laborious spade work to increase the production of salt hay, that had been practiced by the farmers in a desultory way, was found unsatisfactory. The ditches themselves added to the breeding place: their sloping sides, open to the sun, caught and held the floating debris and the spadeful of excavated sod got back in again, so that the whole length of the ditch became a harbourage for mosquito to larva. "Mosquito drainage," as the work had come to be called, seemed to have a setback. At this juncture, the researches of workers in the Greater New York field, where the mosquito nuisance had become unbearable, began to bear fruit. Credit for the practical and successful application of drainage for the extermination of the mosquito is due very largely to Mr. Edwin M. Skinner, of New York, a mechanical engineer formerly detailed to the Port of New York in the work of mosquito extermination under Dr. Doty. He had to work upon the certain knowledge that the areas of water logged salt marshes and pools of stagnant water in this field were the cause of the pest, and that to drain these adequately and permanently would abate the nuisance and increase the value of the land. His problem was to devise and put into effect an economical ditching method that would improve upon the shortcomings of the old hand digging and thus come to be utilized by the farmers and local authorities.

The solution of the problem was found in a form of ditch that could be dug quickly and easily, and in the invention and perfecting of simple but effective tools for ditching the work. It was found by experiment that even a very narrow ditch, if dug with clean-cut vertical sides, would not fill up with debris and get clogged. A 10-inch ditch on this plan will allow all water to seep to it from the surrounding land, and will keep clear for years. The depth is made sufficient to bring the bottom of the ditch well below the grass roots, and is so narrow for its depth that sunlight is excluded. For that reason the ditch cannot fill up with a new growth of grass.

The practical means having been found, the City of New York appropriated the sum of \$45,000, which, with other amounts that were raised by private owners of marsh land, has been expended in ridding a large part of Greater New York of mosquitoes. A law was passed requiring owners of marsh lands to defray pro rata the expense of the draining. The results, after only a few years' operation of this plan, have been marvellous. Staten Island, in New York Harbor, containing about ten square miles of marsh land where the plan was tried out on a thorough scale in 1905 and 1906, and which was formerly a notoriously mosquito-infested suburb, has been entirely rid of the pest. It was found that the cost of cutting the ditches averaged only 2½ cents a lineal foot, and that in the usual run of marsh lands the cost of drainage averaged about \$10 an acre, and did not exceed \$15 in the most difficult case. In a few days the lands which had been drained became practically "bone dry," and the mosquito larva disappeared entirely, whereas adjacent lands not yet drained continued alive with the larva. More than two million lineal feet of ditches were cut on Staten Island, and the work was completed about a year and a half ago. The work has since been extended to the other boroughs of Greater New York. The mosquito-ridden State of New Jersey has also made an appropriation (\$350,000) for the extermination of the pest, and a considerable area has already been drained under the direction of State Entomologist Smith.

The mosquito campaign in the district containing marsh land begins with a general inspection and mapping of the area to be drained. Each property owner is then served with an order from the Board of Health to drain his land. The necessary number of ditches are laid out, and the work begins, using a "ditching tool" devised by Mr. Skinner—a big scoop shovel on the end of a powerful lever—in the hands of labourers found and paid by the property owner. This tool is of high-carbon steel, holding a keen cutting edge and takes out a clean tool.

A merchant, named Leong Kwok Chun, has been granted by the Shau Hon Chi department the privilege of the spirits farm for the whole of the Kwang Tung province, at an annual rental of eight hundred thousand dollars.

## LOCAL AND GENERAL.

THE Navigazione Generale Italiana has issued a schedule of departures in book form.

THE execution of An, who assassinated Prince Ito, will probably take place on March 25.

A branch office of the Hongkong and Shanghai Banking Corporation has been opened at Ipoh (Federated Malay States).

IT is announced that the whole of the flotilla affiliated to the China Squadron is to be recommissioned at intervals of two years.

ON arrival on the China Station Lieutenant A. E. Goddard will take up the duties of torpedo-lieutenant of the cruiser *Monmouth*.

MR. E. H. Hinds, of Hongkong, drew a bye in the first round of the London division of the qualifying competition in connection with this season's Amateur Billiard Championship.

IT has been decided that the Prince of Wales will hoist his standard on the Union-Castle liner *Balmoral Castle*, which will be commissioned as His Majesty's ship, for the visit to South Africa.

THE question of grain export from Manchuria has been adjusted temporarily by an agreement with Japan, which frees wheat. Russia, without prejudice to her future action, waives her treaty contentions. The Harbin mills are resuming work.

THE fender of certain papers, of no intrinsic value, belonging to Mr. L. M. Alvares, will oblige the owner by returning them to him at his residence, No. 9, Lower Castle Road. The papers were lost to-day between Messrs. Seaton Freres' store and the Post Office.

THE seconding of Captain G. M. James, "the Buffs," whilst he is studying at the Staff College, brings Captain G. L. Porter in on the establishment. Captain Porter has been attached for some time to the 1st Battalion at Aldershot. He was recently at the Military College.

MR. Rufus Isaacs, K.C., Liberal Member for Reading, has been appointed Solicitor-General in succession to Sir Samuel Evans, K.C., who is appointed President of the Divorce Court. The Right Hon. Sir John Bigham retires from the Presidency of the Divorce Court on receiving a peerage.

RETURN of visitors to the City Hall Library and Museum for the week ending the 13th March, 1910:

	Library Museum.
Non-Chinese .....	537 204
Chinese .....	315 2,891
Total .....	852 3,095

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## HONGKONG UNIVERSITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I am grateful that my little communication in your columns of Saturday has merited the attention of those for whom it was intended.

I am glad also that my confidence in Sir Frederick Lugard and Mr. Mody has justified the experience of others who had had occasion to rely on their kindly consideration. Although it has not been found practicable to invite the scholars of the secondary schools en masse because of the limited accommodation on the grounds, I have every reason to believe that the invitations extended to the senior classes are fully appreciated. They will not be lost. There is everything to gain in the memory of being privileged to attend at so unique a function like the laying of the foundation stone of the Hongkong University which establishes another history-making epoch in the annals of this British Colony.—Yours, etc.

UNDERGRADUATE.

Hongkong, 14th March, 1910.

## CANTON DAY BY DAY.

## MACAO DELIMITATION.

(From Our Own Correspondent.)

Canton, 12th March.

H. E. Viceroy Yuan Shu Hsun has received a despatch from the Portuguese Consul at Canton, in which Consul Moraes informed the Viceroy that, at a meeting held about the end of the last Chinese year by the Canton Association for the Protection of Boundary Rights, it was resolved to start a newspaper in Canton to deal with matters in connection with the question of the delimitation of the boundaries of Macao. The Consul accordingly asked the Viceroy to issue instructions to dissuade the members of the Association from carrying out their purpose, in order to maintain the friendly relations between the two countries.

On receipt of the despatch, the Viceroy instructed the Taoist of Constabulary to institute inquiries. After investigation the Taoist reported to the Viceroy that it had been the intention of the members of the Association to start a newspaper as proposed, but so far no initial step has been taken to carry the proposal into effect.

RIVER TRAFFIC PROTECTION.

The Taoist for the Development of Native Industries has submitted a suggestion to the Viceroy to establish twenty camps, separated at a distance of about six miles from one another, with forty soldiers stationed in each, along the bank of the North River for the purpose of affording adequate protection to the shipping traffic on the route.

SPIRITS FARM.

A merchant, named Leong Kwok Chun, has been granted by the Shau Hon Chi department the privilege of the spirits farm for the whole of the Kwang Tung province, at an annual rental of eight hundred thousand dollars.

## THE NEW FLAGSHIP.

ARRIVAL OF THE "MINOTAUR" TO-DAY.

The armoured cruiser *Minotaur*, late of the First Cruiser Squadron, which is the largest and most powerfully equipped warship ever sent from England to the Far East, and which was recommissioned at Chatham on 31st Jan. by Captain G. C. Cayley, late Assistant Director of Naval Mobilisation, for service as flagship of the Commander-in-Chief of the China station, arrived from Singapore to-day. She carries the flag of Vice-Admiral Sir A. L. Winslow, who succeeds in the command Vice-Admiral the Hon. Sir H. Lambton, who completed on New Year's day last, his two years' term of service in China. At eight o'clock this morning salutes were exchanged between the new flagship and the warships in port.

The *Minotaur* is almost a new ship, having been completed at Devonport, where she was built and equipped at a cost exceeding one million and a quarter sterling less than two years ago. She is equipped with four 9.2-inch and ten 7.5-inch breechloading guns, and sixteen small quick-firing guns, compared with the two 9.2-inch, sixteen 6-inch breechloading guns, and fifteen small quickfitters mounted in the armoured cruiser *King Alfred*, the late flagship, which has completed four years' service in the Far East and is en route to England to pay off. The *Minotaur* has a displacement of 14,600 tons, and is fitted with engines of 27,000 h.p., propelling her at a speed of 23 knots per hour. With the exception of the new *Dreadnought* cruisers of the *Indomitable* type, the *Minotaur* is one of the three most powerful cruisers flying the white ensign, her sister ships being the *Shannon*, flagship of the Second Cruiser Squadron, and the *Defence*.

## THE NEW COMMANDER-IN-CHIEF.

The newly-appointed Commander-in-Chief is an officer of exceptional ability and experience. He entered the Royal Navy in 1885, and served in the Egyptian War, as also in the East African expedition of 1898 against the Sultan of Vita. Later he was appointed Commissioner to Massakess, for the delimitation of the boundary between the Portuguese and the chartered company. He was promoted to the rank of captain in 1882, and commanded the *Opheir* during the tour of the Duke and Duchess of York. For the last few years, he has held the appointment of fourth Sea Lord of the Admiralty.

The following appointments to the *Minotaur* have been made by the Admiralty:—

Commander A. T. Darley as Flag-Commander to Vice-Admiral Sir A. L. Winslow; Lieutenant P. L. H. Noble, as Flag Lieutenant to Vice-Admiral Sir A. L. Winslow; Sub-Lieutenant—Hon. Charles A. Colville; Fleet-Paymaster—W. G. Gask, as Secretary to Vice-Admiral Sir A. Winslow; Assistant Paymaster W. D. T. Morris; E. W. Whittington, Lt. Col. and H. R. G. Blythe, as secretary's clerks to Vice-Admiral Sir A. Winslow; Engineer-Commander G. C. Bath; Engineer-Lieutenants G. J. Hamilton, W. A. Carlisle, D. Hill, F. W. G. Smith, and F. B. Jacques; Lieutenant E. T. Wickham; Sub-Lieutenants F. N. Attwood, E. O. Priestley, and A. M. C. Sileman; Fleet Surgeon P. B. Handyside, M. B.; Staff Surgeon E. Cox, M. B., B.A.; Surgeon A. R. Fisher; Fleet Paymaster G. H. A. Willis; and Assistant Paymaster E. C. Annabehn.

Admiral Sir A. L. Winslow landed officially at Blake Pier at noon and was received by a guard-of-honour of the Buffs Regiment, under the command of Capt. Grove-Raines, the colours being borne by Lieut. Wedd. The short battery at Kowloon fired a salute upon Sir A. Winslow's landing, who was received by Capt. P. H. M. Taylor, A.D.C., on behalf of the Governor. The Commander-in-Chief paid an official call at Government House, the visit being returned by Sir Frederick Lugard later in the afternoon.

## HONGKONG UNIVERSITY.

## LAYING OF THE FOUNDATION STONE.

The official programme of the laying of the foundation stone of the Hongkong University Building by His Excellency The Governor, on Wednesday, the 16th inst., is as follows:—

4 p.m. H. E. The Governor is met at the gate by Mr. Mody and members of the University Committee, and conducted to Platform.

Mr. Mody makes an Address.

H. E. The Governor makes an Address.

Stone is laid.

Band plays National Anthem.

Ceremony concluded.

By kind permission of Colonel Prior and Officers, the Band of the 13th Rajputs will play during the afternoon.

To celebrate the occasion Mr. Mody has very kindly arranged for guests to be presented with a Souvenir, in special binding, containing a historical memorandum of the University scheme, coloured plans of the buildings and a photographic reproduction of the architect's drawing of the finished edifice.

The Electric Traction Company have kindly consented to run special cars in connection with the ceremony, for 1st class passengers only.

BEFORE Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, two men appeared on a charge of stealing from the dead body of a European named Augustus Dial a silver watch and one five-dollar bill at Cheung Chau yesterday. One of the men was awarded one month's hard labour while the other was sentenced to three weeks' "hard." Sergeant Gordon prosecuted.

THE *Asahi Shimbun* learns from Mukden that commerce, which has hitherto been dull in consequence of the anti-Japanese boycott movement, is now showing remarkable signs of revival. Attraction against the boycott has set in, and cereals have gone up in value in proportion to the increased purchasing powers of the people. But if the embargo on the export of cereals should become general, it will badly affect the revival of business.

## HONGKONG FOOTBALL CHALLENGE SHIELD.

BUFFS vs. NAVAL YARD.

This interesting final match took place on Saturday afternoon in the presence of thousands of spectators. The game was an excellent one and furnished the spectacle of a keen contest to the large crowd present. The Buffs were short of one of their fullbacks, Ruler, and another replaced him. This little change weakened the team slightly. From the very start a strong wind was blowing across the field and greatly hampered the progress of the game and was also responsible for many a shot to go wide.

The teams were as follows:—  
Buffs—Black (Goal), Cloke and Baldry (Backs), Dare, Wren and Cooper (Half-backs), Downs, Brewster, Taylor, Ryan, and Barker (Forwards).

Naval Yard:—Ryall (Goal), J. G. Joughin and Harding (Backs), Anderson, Brown and Macey (Half-backs), Wilks, Watkins, Read, Sullivan and Dalziel (Forwards).

The Yardeners won the toss, and chose to defend the Gold Club side goal. Taylor put the leather in play for the Buffs, and the ball was soon taken away by their opponents, but the Yardeners took it down to their opponents' grounds and Watkins had a try which Black cleared well. A few more attempts were then made which went too wide. The Yardeners now had a good chance with the ball in Dalziel's possession, when the whistle went for an offside by Watkins. This free kick was well placed up the field, from where Taylor took the sphere to the Yardeners' goal. Harding made a hesitation and secured the ball from the former, which he centered and the leather was soon seen at the Buffs' territory, where a shot was tried, which Cloke cleared to a corner. This was taken by Wilks with no result. The Buffs now had their turn and a good many attempts were made to send the ball through Ryall. He was at the right place every time and defended his citadel well. One powerful attempt was made by Taylor but the goalkeeper repelled it and was brought to the ground for a little while *hors de combat*. Sullivan now took the ball, ran past a good few players and was on the point of scoring when Dale rushed up and disconcerted him. The game now on till half time with both teams pressing hard, and no scores made.

On resuming play, the Yardeners soon drove the ball to their opponents' goal, and many shots were tried, which Black cleared every time. At this stage play was a bit wild, and many fouls resulted. The ball was, subsequently, passed to Taylor who made a rush with it up the field and centred it to Brewster who sent in a sinner which was well cleared by Ryall. Another attempt was tried at the cost of a corner. This also proved fruitless. Many tries were made and some looked as if they would place certain goals, but Ryall made a good few lucky saves. In the end he gave a couple of corners. They made no damage. The Yardeners now had a turn at the Buffs' goal and in attacking it Watkins was badly injured while taking the ball up. He was carried out of the field and the Yardeners played with ten men till the finish. Things now looked promising for the Buffs, yet handicapped as they were, the Yardeners resisted the Buffs challenge. The whistle went for time with the result a draw: nil all.

Some suggestion followed as to the advisability of playing extra time. This the Yardeners did not want to do, as they had only ten men.

They were at last compelled to play in accordance with the rule, which lays it down that, in case of a draw extra time not exceeding fifteen minutes each way should be played. Extra time was then played but it was productive of no result, as the match ended as before, nil all.

## LEAGUE CRICKET.

## CRAIGENGOWER v. CIVIL SERVICE.

This League match was played on Saturday, and resulted as follows:—

CIVIL SERVICE.

R. E. O. Bird, b Lammert ..... 13  
R. C. Wichey, b Lammert ..... 0  
A. R. Sutherland, c Phillips, b Currie ..... 26  
P. T. Lambie, b Currie ..... 18  
R. O. Hutchison, c Noria, b Currie ..... 19  
A. R. Raven, c R. F. Lammert, b Peterson ..... 7  
E. W. Dawson, c Currie, b Peterson ..... 0  
J. Mackay, b Peterson ..... 0  
W. H. Woolley, not out ..... 1  
Extras ..... 11

Total ..... 95

BOWLING ANALYSIS.

L. E. Lammert ..... 8 0 25 2  
Currie ..... 12 2 26 3  
H. W. Peterson ..... 4 0 23 3

CRAIGENGOWER.

W. H. Viviani, c Raven, b Hutchison ..... 31  
R. A. Carvallo, b Hutchison ..... 4  
R. F. Lammert, c Hutchison, b Bird ..... 7  
H. W. Peterson, c Woolley, b Bird ..... 8  
R. Darr, b Sutherland ..... 22  
L. A. Rose, not out ..... 16  
L. E. Lammert, not out ..... 0  
J. D. Noria, R. Phillips, P. Currie and C. H. Higginbottom did not bat.

Extras ..... 12

Total ..... 100

BOWLING ANALYSIS.

R. E. O. Bird ..... 10 1 40 2  
R. O. Hutchison ..... 9 1 29 2  
A. R. Sutherland ..... 3 0 20 1

A feature of the London County Council elections is the appearance of five women as candidates. Among these are Miss N. Adler, Progressive, daughter of the Chief Rabbi, the Very Rev. Hermann Adler, D.D., who has been elected for Central Hackney; and Miss Susan Lawrence, Moderate, elected for West Marylebone.

## OPIUM IN CHINA.

## DR. MORRISON'S TOUR.

London, March 8.

Dr. Morrison, who is on a journey across Central Asia, in a second letter from Sianfu, dated January 31, declares that he passes every day a train of opium carts under official protection with armed escort. Even priests, he adds, supply opium and opium pipes, exemplifying the degradation of the Buddhist faith. Dr. Morrison's travelling has been pleasant, but uneventful.—N. C. D. News.

## RAUB AUSTRALIAN GOLD MINING CO.

Following is the result of crushing operations at Raub for the four weeks ending February 26:—

Bukit Koman.—Stone crushed 3,202 tons, gold obtained 1,428 ounces, average per ton 8.92 dwts.

Bukit Malacca.—Stone crushed 583 tons, gold obtained 90 ounces, average per ton 3.09 dwts. Extra.—From annual clean up 572 ounces. Cyanide.—From annual clean up 82 ounces.

## LEADING PORTS OF THE WORLD.

## A STATEMENT AND A CRITICISM.

In his annual report, Secretary Serrano S. Pratt, of the New York Chamber of Commerce, gives some interesting statistics showing the tonnage movement at the great ports of the world. It is there stated that New York has outdistanced London and to-day leads the world in the volume of shipping tonnage handled. The report says:—

"That New York, notwithstanding her aggressive competitors both in this country and abroad, still maintains a commanding commercial position is shown by the following statement of vessel tonnage entered in the foreign trade in world's greatest ports:—

	Net Reg.	Net Reg.	P.C. 10
	Year.	Year.	Year.
New York	1908 12,452,270	1907 7,717,418	84.4
Antwerp	1908 11,166,553	1907 6,818,197	81.0
London	1908 10,166,557	1907 6,100,925	84.7
Hamburg	1908 10,088,553	1907 6,000,510	84.7
Hongkong	1908 9,041,161	1907 5,600,047	30.6
Shanghai	1908 8,165,419	1907 5,165,384	48.8
Montevideo	1908 3,212,124	1907 1,991,551	58.0
Manila	1908 2,735,603	1907 1,602,159	62.0
Singapore	1908 2,672,789	1907 1,600,901	69.1
Cardiff	1908 2,723,155	1907 1,415,284	57.4
Kobe	1908 2,497,877	1907 1,415,284	60.8
Genoa	1908 2,450,818	1907 1,314,201	53.1
Buenos Ayres	1908 2,119,901	1907 1,266,409	78.1

"New York now heads the list of ports in the amount of net registered vessel tonnage entered in the foreign trade. Antwerp is second and London is third. Ten years ago London stood first, New York second, and Hongkong third, Antwerp being fourth. New York has in ten years increased its entered vessel tonnage over 56 per cent, which is a splendid showing, all things considered. London, in the same time, had a growth of only a little over 22 per cent, and while Antwerp and Hamburg have in the same time made strides of over 80 per cent, yet New York and London are certainly not lagging in the great competition of the ports. The most rapid rate of progress made in the last ten years has been achieved by the Japanese port of Kobe, whose vessel tonnage has increased nearly 643 per cent, from 740,851 tons to 5,497,877 tons; and by the South American port of Montevideo, which has increased 288 per cent, from 1,991,551 tons to 7,725,534 tons."

## COMMENT ON THE ABOVE.

Figures can sometimes be very misleading. In the first place the Kobe figures which show an increase in shipping entries by almost 643 per cent, while flattering to the port, are unfortunately not correct. In 1907 the tonnage of vessels entering Kobe and Osaka amounted to 2,452,503, and as the total tonnage entering Osaka two years later only amounted to 17,563, it is probable that the figure for Kobe alone should be about 2,400,000 tons in 1897 instead of 740,851, as given by the New York Chamber of Commerce. The figures given for 1907 are approximately correct, but instead of the increase in shipping ton



## THE CITY HALL.

## BOXING.

The final was packed on Saturday night for the prize-fight before his departure. For days before it had been anticipated that an excellent fight would be put up by Bill Lewis, of the U.S.S. Wilmington, and the champion of the Orient, "Battling" Sims, of the U.S.S. Albatross. The fight was arranged for Saturday night, and was, as usual, arranged by night. The prize was \$1,000, and the winner was to be the champion of the Orient. The fight was a very close one, and the referee, Mr. J. Devens, was very much pleased with the result. The fight was a very close one, and the referee, Mr. J. Devens, was very much pleased with the result.

The fight was a six-round contest of two minutes' duration between Gr. Loc'rance, 87th Coy., R. 95t, 12th Bn., and Drummer Bouchier, 2nd Bn., winner of amateur light-weight championship. The contest was more competitive than the first. In the second round, the boxer was forced by his opponent with a right on the jaw, and the referee followed up his attack and easily knocked out his man with a right on the jaw.

The third contest was one of six rounds between Gr. Loc'rance, 87th Coy., R. 95t, 12th Bn., and Drummer Bouchier, 2nd Bn., winner of amateur light-weight championship. The contest was more competitive than the first. In the second round, the boxer was forced by his opponent with a right on the jaw, and the referee followed up his attack and easily knocked out his man with a right on the jaw.

The last fight but one of the evening was a fifteen-round contest between Artificer Hudson, M. H. S. Kent, 10st, 4th Bn., and Gr. Arundel, 88th Coy., R.G.A., 10st, 4th Bn., for the middle-weight supremacy of the Chinese Station. The opening of the first bout saw the participants taking measure of each other. The boxer drove a straight shot in the direction of the seaman's chest, the latter retreating with a right swing to face. The men warmed up to their work at the conclusion of the bout. Arundel was driven to the ropes and had not regained his balance when the gong sounded. In the second round the boxer tried to feint several times but his opponent successfully ducked. The seaman was responsible for some fine foot work, which compelled the soldier to be on the guard. Each man was going for all he was worth for the other's face. In the next round the seaman was caught napping and received a stiff one on the ribs from his opponent's left. A left jab on the jaw by Arundel followed by another was the only other remarkable performance in this round. The fight was almost brought to an end in the fifth round, when Hudson drove home a heavy right swing on the point of his opponent's jaw, which sent the gunner to the boards. The fallen man took full advantage of the count and was glad to hear the gong sound soon after he had risen. In the succeeding rounds, Arundel forced the pace but was seen to run away from his opponent more than once. So no stiff blows were exchanged before the fight ended, and the contest was declared a draw.

Before the commencement of the above contest, Seaman Willis, of H. M. S. *Astrea*, issued a challenge to the winner of the contest for \$1,000 a side. The challenge was greeted with cheers by the audience. Sergt. Piggott, of the R.G.A., challenged Willis or any other man for any sum that might be put up.

**LEWIS vs. SIMMS.**  
The main event of the evening was placed last on the programme and was a twenty-five round contest between Bill Lewis, middle-weight champion of the Orient, and "Battling" Sims, the coloured man from the U.S.S. *Wilmington*, for a \$1,000 prize and a side-bet of \$1,000. Lewis tipped the beam at 145

lbs. while Sims weighed in registered 150 lbs. and the latter accordingly forfeited \$15 to Lewis in conformity with one of the conditions. Both men looked in the pink of condition and were loudly cheered on entering the ring. In the opening round both men confined themselves to taking the other's measure and each was determined to give away as little as possible to the other. Several clinches and glancing blows were the sum-total of the first round, no hard blows whatever being exchanged. The second round was a repetition of the first, Lewis sticking to his man, who was confined to his corner and was mainly on the defensive. In the following round, Lewis brought into play his formidable right and was able to plant some stinging blows on his opponent's face, which would have proved destructive to any other visage but that of Sims, on whom the shots had apparently little effect. In the fourth round, Lewis slipped and fell but was up on his feet instantly. Lewis drove home a right uppercut which seemed to tell on his opponent and, still confining the latter to his corner, followed with a straight drive with his right, Sims saving himself from further punishment with good foot work. In the fifth round, Lewis led with a right swing. Sims tried to retaliate but missed. In the next round, the coloured man suddenly brought into play a series of quick right uppercuts, which seemed to puzzle his opponent, and Sims had decidedly the better of this round. The seventh round saw a change in tactics and Lewis received his opponent's right on the point of the jaw just as the gong sounded. The next few rounds saw both men hitting hard, Sims chiefly trusting to his short right uppercuts. By the time round No. 18 was reached, the marine's face was in a swollen condition, his left eye being badly damaged. In this round Lewis led with a left hook on the jaw but in the next round Sims took the aggressive with a right on the point of the jaw and matters stood fairly even at the conclusion of the bout. In the twenty-second round, Sims planted a tremendous right swing on his opponent's jaw, which sent the latter to the boards, but before he had time to realise what had happened, the smaller man was up on his feet and showered a series of blows on his opponent with telling effect. By this time the audience had already formed conjectures as to who would be the winner and they cheered spontaneously when, at the conclusion of the last round, the referee announced that Lewis was the victor. Throughout the fight, the coloured man treated the audience to a series of grimaces and other mannerisms which highly amused the spectators but nevertheless Sims' fighting was throughout characterized by a cleanliness which was thoroughly appreciated. Lewis fought with a cool courage which was intensely admired. More than one person was heard to remark at the conclusion of the fight that it was by far the best fight he had seen in the Colony. It was a fight to a finish.

## SALE OF WEST POINT GULFOWNS.

SPIRITED BIDDING FOR RECLAMATION PROPERTY.

At noon to-day, at the auction rooms of Messrs. Hughes and Hough, auctioneers, two lots of valuable leasehold property at Kennedy Town, were put up for sale by public auction. The first lot is registered in the Land Office as Marine Lot No. 263 and is held for the residue of a term of 999 years from the 24th June, 1887, at a Crown rent of \$136 per annum, area 12,235 square feet or thereabouts, and is used for godowns capable of producing a monthly rental of \$300. Bidding was very keen for this lot which was ultimately knocked down to Mr. Choy Shui Woon for the sum of \$62,100, the first bid having been \$40,000.

Lot 2 is the property registered in the Land Office as Section A. B. C. D. and E. of Marine Lot No. 126 and is held for the residue of a term of 999 years from the 24th December, 1865, at an apportioned Crown rent of \$78.30 per annum, area 8,610 square feet or thereabouts, and is used for godowns capable of producing a monthly rental of \$440. The first bid offered for this property was one of \$50,000. It was run up by spirited competition to \$59,500 at which price it was bought by the same purchaser as the previous lot.

## JAPAN AND UNITED STATES.

## PLAYING WITH FIRE.

London, March 10.  
The New York correspondent of *The Standard* states that the belief prevails in well-informed circles that, under cover of the most correct diplomatic dealings, negotiations between the United States and Japan, and incidentally Russia, regarding trade conditions in Manchuria are approaching a somewhat serious stage.

The gravity of the situation consists in the conviction that Japan does not intend to allow traders equal rights in Manchuria and is carrying out a pre-determined policy favouring Japanese commerce on every possible occasion. The United States Government is reported that American commercial rights shall be protected at all costs.

## AMERICAN PRESS OPINION.

The *New York Times* in a long article litters warning to Japan.

The Washington correspondent of the *New York World*, says that the situation is officially regarded as intense, and adds that financial circles believe it to be erroneous to conclude that Japan cannot afford war. *The World* asserts that an American has secretly obtained Japan's war plans, which by a division of the Japanese fleet, provide for the closing of the Pacific to the United States fleet. The plans also embrace a land expedition to the United States, the aim of Japan being, it is alleged, to break the United States supremacy in the Far East.—*N. C. D. News.*

## SHIPPING DISPUTE.

(BEFORE MR. JUSTICE HAMILTON, SITTING AS COMMERCIAL JUDGE.)

JARDINE MATHESON & CO., LD., v. CLYDE SHIPPIING CO.

In this action the plaintiffs, the charterers of the steamer *Kish*, sued the defendants, as owners of the vessel, for a declaration that they were entitled to the sum of £246, money deposited by them with Parr's Bank, Limited, in London, in respect of a cargo of soya beans, upon which the defendants had claimed to exercise a lien. The material facts and arguments are stated in the judgment.

Mr. Scrutton, K.C., and Mr. C. Robertson Dunlop appeared for the plaintiffs; and Mr. Bailhache, K.C., and Mr. Stuart Bevan for the defendants.

Mr. Justice Hamilton, in the course of his judgment, said that at the end of May or beginning of June, 1909, a dispute arose at Dalry between the local representatives of the plaintiffs who were shipping soya beans on board the defendant's vessel, the *Kish*, and the captain of the *Kish*, who had his instructions from his owners. The point of the dispute was that the shippers contended that having put on board some 7,600 bags of beans they had satisfied their obligation under the charter-party of March 18th, 1909, on which the action was brought, and were not bound to ship any more cargo. The captain raised the contention that he had a quantity of cargo spaces still unfilled, which could be filled without exceeding the ship's carrying capacity. The captain demanded delivery of a further 360 tons, and as he refused to sign the bills of lading unless he had the amount of the dead freight paid on the extra 360 tons put on board, the representatives of the plaintiffs shipped 360 tons under protest. On arrival in this country the shipowners exercised their lien upon the 360 tons and claimed freight upon it. Their right to do so was then disputed by the charterers upon the ground that they were not bound to ship it under the charter-party. By agreement, the amount in dispute was deposited in the bank in the joint names of the solicitors. The charterers brought this action to obtain a declaration that they were entitled to a return of the £246, deposited, and alternatively for damages according to them for having had to buy 360 tons, and in respect of two items of damage. The first question is one of construction. The charter-party by clause 1 provides that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Dalry, a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, which the said charterers bind themselves to ship not exceeding what she can reasonably stow and carry over and above her cabin bunkers, tackle, etc." Now upon this, clause the charterers say that it is in substance the same as in the case of *Miller v. Droner* (5 Com. Cas. 175). They say the charter means, not a "full and complete cargo" of beans but something else, as the omission of those well-known words means merely a cargo of beans, and they say that, as nobody can contend that it was not a cargo, their obligation was fulfilled by placing 6,500 bags on board. They contend that the words "not less than 6,500 tons, but not exceeding 7,000 tons" give them the option of shipping the greater or lesser quantity as they will. On the other hand, it is said by the plaintiffs that attention must not be paid to words which are not put in, but to words which are actually in the charter. The defendants also contend that the clause must be read in the light of the case of *Caffin v. Aldridge* (1 Com. Cas. 181), and they say that, looking at the provision by which the charterers bound themselves to ship a cargo not exceeding what the vessel could reasonably stow and carry, once the conclusion is arrived at that a cargo of beans means as much as the vessel can carry over and above her bunkers, etc., it is clear that that cannot mean a cargo of beans between 6,500 and 7,000 tons. He thought the construction put upon the document by the defendants was right, that a cargo of beans under this contract meant an entire loading of the vessel. It appeared to him that unless the omission of the words "full and complete cargo" distinguished the case—and he thought they did not—the point was concluded by authority, the authority of *Potter v. New Zealand Shipping Company* (1 Com. Cas. 114) and *Carlson S.S. Company v. Castle Mail* (2 Com. Cas. 173). So far he thought the defendants were right. Then attention was drawn to Clause 8—"cargo must on no account be loaded in the coamings of hatchways above level decks, if ventilation is interfered with thereby, nor in ballast compartments, bunkers, or cabins, unless with written consent of charterers' agents." He found as a fact that a portion of the cargo had been loaded in a cross-bunker, and that led to another question of construction on Clause 8. It was suggested that the particular bunker was not a bunker within the meaning of Clause 8, the reason being that a clause from another form of charter-party used in connection with the carriage of rice, and well known in the East, was inserted in the *Kish* charter-party, and evidence was given which showed that rice was regularly stowed in compartments of this class, and it is therefore said that, having regard to its origin, it is only a general clause not intended to exclude a cross-bunker. He had, however, to particular charter. In his opinion the space which was stipulated for in the earlier part of the charter was cut down by the express stipulation in Clause 8. The result was that the plaintiffs were entitled to the declaration prayed for.—*L. & C. Express.*

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 71/10/-  
Via New York 71/10/-  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. GRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI, SWATOW & NINGPO.	CHOY-SANG	TUESDAY, 15th Mar., Noon.
SGAPORE, PENANG & CALCUTTA.	LAISANG	WEDNESDAY, 16th Mar., Noon.
MANILA	CHONG-SANG	FRIDAY, 18th Mar., 4 P.M.
TIENSIN	CHONG-SANG	FRIDAY, 18th Mar., 10th Mar., Noon.
ROBE	CHONG-SANG	SUNDAY, 20th Mar., Daylight.
MANILA	YUN-SANG	FRIDAY, 25th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	FOO-SANG	FRIDAY, 1st April, Noon.
SGAPORE, PENANG & CALCUTTA.	KUT-SANG	MONDAY, 4th April, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutang*, *Namsang* and *Yookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

For Freight & Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 14th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"YUNNAN"	15th Mar., 3 P.M.
HANKOW	"YUNNAN"	15th Mar., 4 P.M.
SHANGHAI	"CHENAN"	17th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"OHANGSHA"	21st Mar., 4 P.M.
MANILA	"TAMING"	22nd Mar., 3 P.M.
SHANGHAI	"ANHUI"	24th Mar., 4 P.M.
SHANGHAI	"CHIHKUA"	27th Mar., Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chihkua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday morning.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26. Hongkong, 14th March, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 19th Mar.
LAPIO	2540	R. Rodger	"	SATURDAY, 26th Mar.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cuddy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain H. O. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSHEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING & TAKAO	"SHINSHU MARU" Capt. K. Tomokawa	TUESDAY, 15th Mar., at 2 P.M.
ANPING via SWATOW and AMOY	"SOYO MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suga	THURSDAY, 16th Mar., at 8 A.M.
TAMSUI via SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 20th Mar., at 10 A.M.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000 "KANAGAWA MARU," Capt. J. Nagao, Tons 7000 "H. ACHI MARU," Capt. M. Matheson, Tons 7000 "MIYASAKI MARU," Capt. T. Murai, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.
VICTORIA, B.C., & SEATTLE	"KAMAKURA MARU," Capt. K. Kori, Tons 6500	SATURDAY, 23rd Apr. [From KOBE]
VICTORIA, B.C., & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU," Capt. S. Ishikawa, Tons 7000 "INABA MARU," Capt. K. Kawara, Tons 7000	TUESDAY, 29th Mar., at Noon. TUESDAY, 26th April, Noon.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU," Capt. M. Winkler, Tons 6000 "YAWATA MARU," Capt. T. Sekine, Tons 5000	FRIDAY, 18th Mar., at Noon. FRIDAY, 15th April, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	"COLOMBO MARU," Capt. E. Combas, Tons 5000	TUESDAY, 22nd March.
SHANGHAI, MOJI AND KOBE	"YETOROFU MARU," Capt. A. Keith, Tons 5000	WEDNESDAY, 16th March.
KOBE and YOKOHAMA	"IYO MARU," Capt. T. Harrison, Tons 7000 "KITANO MARU," Capt. E. Ope, Tons 5000	TUESDAY, 15th Mar., at Noon. THURSDAY, 17th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU," Capt. T. Sekine, Tons 5000	WEDNESDAY, 16th Mar., at Noon.

\* Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUBOMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this office for LONDON DIRECT call at BOMBAY for Passengers and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Capt. in	Sailing Date
America	4,563	J. Boyd	1910 7th April
Sumatra	4,567	F. W. Davies	11th May
Oceano	4,571	J. Mathie	11th June
Kumera	6,233		5th July

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Dini, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 14th March, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI."

Captain Filcher, will be despatched as above on or about 16th March.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd February, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY). (All Round the World Line).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

P. A. LAPIOQUE & CO., Agents at Hongkong,

No. 4 Queen's Building, Telephone 290.

Hongkong, 6th January, 1910.

Shipping—Steamers.

REGULAR STEAM SERVICE

TO NEW

VIA PORTS AND CANAL

(With Liberty to Call at other Ports.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW

S.S. "SIKH" 19th March.

FOR NEW YORK AND

S.S. "DAGRE CASTLE" 19th April.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 11th March, 1910.

Intimate

"SOLIGN."

A PERFECT preservative for Wood, Stone, and Brickwork.

It protects against Decay, Dry Rot, the Ravages of Insect Vermin (especially the white ant) and action of the weather.

"Solignum" really does is claimed for it, as may be seen in the testimonials of the Government India, the Sudan, etc.

In Drums and Barrels of various sizes.

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Sole Agents

Hongkong, 7th December, 1909.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISIONS, CHANDLERS, NAVAL CONTROLLERS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS' NUINE COMPOSITION RED BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, etc., etc., etc.

Sole Agents for

FERGUSON'S SPECIAL GREY and P. & O. SPECIAL LIQUOR BOOZE WHISKY, etc.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 7th March, 1909.

THE DRAGON

CYCLE DEPOT

WILL REMOVE FROM

Nos. 33 & 35

TO

Nº 63 DES VŒUX

RD. CENTRAL,

NEXT DOOR TO COSMO-

POLITAN HOTEL,

NEAR VICTORIA CINEMA.

On or before the

15th March.



## RUBBER ESTATE RETURNS.

	Jan.	Feb.	Total.
Allagar .....	2,000		
Anglo Malay .....	49,365	49,718	99,084
Ayer Molek .....	1,344		
Ayer Kuning .....	200		
Baligowah .....	8,607	7,596	16,203
Batu Caves .....	1,306	1,259	2,565
Batu Gajah .....	6,100		
Bertan .....	12,500		
Bukit Kajang .....	2,146		
Bukit Rajah .....	35,374		
Bukit Lintang .....	2,000	2,500	4,500
Carey United .....	—		
Cicely .....	10,000		
Consolidated Malay .....	38,832		
Caledonia .....	20,000	14,700	34,700
Damanara .....	14,705		
Edinburgh .....	4,650		
Federated (S'gor) .....	10,503		
F.M.S. Rubber .....	22,850		
Gedong .....	5,000	7,500	12,500
Glenally .....	850	1,045	1,895
Golda Hope .....	2,308	3,748	6,056
Golconda .....	10,538		
Harpender .....	—		
High & Lowlands .....	43,176	40,724	83,900
Ich Kenneth .....	13,137		
Jebong .....	16,000		
Kalumpang .....	7,695		
Kamuning .....	6,400	5,609	12,009
Kepitalla .....	—		
Krisa Rob. Est. .....	1,032		
Kuala Lumpur .....	45,151		
Labu .....	12,861	9,344	22,205
Lazadron .....	28,657	20,558	49,215
Ledbury .....	8,048	8,070	16,118
Linggi .....	58,000	57,500	115,500
Londra Asiatic .....	8,911	7,555	16,466
Malacca Plant .....	27,000	27,000	54,000
North Hummock .....	18,883	10 (end 1909)	
Nova Scotia .....	5,150	4,920	10,070
Pajum .....	1,000	1,350	2,350
Pataling .....	14,100	23,541	37,641
Pegoh .....	2,528	2,043	4,571
Perak Plant .....	11,632		
Ratanui .....	—		
Ribu Rubber .....	—	4,314	4,314
Rubana .....	10,350	9,870	20,220
Rubber Growers Ass. .....	2,374		
Selaba .....	3,000	2,500	5,500
Sungei Chap .....	2,850		
Sungei Kohor .....	17,100		
Sandycroft .....	9,848	6,438	16,286
Seafield .....	—		
Selangor .....	33,591		
Seremban .....	23,377		
Seonawang .....	—	4,279	4,279
Shelford .....	4,000		
Spore & Johore .....	8,166	6,256	14,422
Sunatara Para .....	5,000	4,310	9,310
Sunatara Para .....	—		
Sungei Salak .....	1,376	1,500	2,876
Tali Ayer .....	10,900	9,600	20,500
Trong .....	2,133		
Vallambros .....	35,000		

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies].—Singapore Free Press.

## COMMERCIAL.

TO-DAY'S EXCHANGE.	
Belling.	
London—Bank T.T. ....	181
Do. demand .....	181 1/2
Do. 4 months' sight .....	181 1/2
France—Bank T.T. ....	210
Germany—Bank T.T. ....	178
India T.T. ....	120 1/2
Do. demand .....	120 1/2
Shanghai—Bank T.T. ....	74 1/2
Singapore—Bank T.T. per H.K. \$100 ..	74 1/2
Japan—Bank T.T. ....	75 1/2
Java—Bank T.T. ....	75 1/2

Shipping and Mails.	
4 months' sight L/O .....	191
6 months' sight L/O .....	191
30 days' sight San Francisco & New York ..	191
4 months' sight .....	191
30 days' sight Sydney & Melbourne .....	191
4 months' sight .....	191
6 months' sight .....	191
4 months' sight Germany .....	191
Bar Silver .....	33 1/2
Bank of England rate .....	3 1/2
Sovereign .....	11 1/2

## SHIPPING AND MAILS.

**MAILS DUE.**  
 Indian (*Grigory Apkar*) 15th inst.  
 English (*Divan*) 17th inst, 6 a.m.  
 German (*Prins Ludwig*) 23rd inst.  
 The T. K. K. s.s. *Chio Maru* is expected to arrive at this port on 15th inst., at 5 a.m.  
 The C. P. R. Co.'s s.s. *Montezuma*, which left here on 15th inst., arrived at Vancouver on 11th inst.  
 The Imperial German Mail s.s. *Coblenz* left Sydney on 12th inst., at 2 p.m., and may be expected here on 3rd prox.  
 The C. P. R. Co.'s s.s. *Empress of China* left Vancouver p.m., on 11th inst., for Hongkong via the usual ports of call.  
 The P. & O. S. N. Co.'s s.s. *Devanka* left Singapore for this port on 12th inst., at 9 a.m., with the outward English Mails and is due here on 17th inst., at 6 a.m.  
 The Imperial German Mail s.s. *Prins Ludwig* carrying the German Mails with dates from Berlin of the 23rd ult., left Colombo on 14th inst., p.m., and may be expected here on 23rd inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory—  
 On the 14th at 11:55 a.m. The barometer has risen considerably over E. Japan and the Bonins, and fallen quickly over N. China. A rather deep depression is moving Eastward over the Gulf of Pechili.  
 The high pressure area lies now over S. Japan. Moderate E. and S.E. winds may be expected to the Formosa Channel and along the northern shore of the China Sea.  
 Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
**FORECAST.**  
 1.—Hongkong and neighbourhood, E. and S.E. winds, moderate; cloudy, fog or mist.  
 2.—Formosa Channel, same as No. 1.  
 3.—South coast of China between Hongkong and Lanchow, S. and S.E. winds.  
 4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Arrivals.	
Glostrae, Br. s.s., 3,054, J. McGillivray, 12th Mar.—Singapore 6th Mar. Gen.—S. T. & Co.	
Chohsing, Ger. s.s., 1,021, J. Bruhn, 12th Mar.—Bangkok via Kanchang 4th Mar. Rice and Meal.—B. & S.	
Sogovia, Ger. s.s., 4,900, F. Lecha, 12th Mar.—Japan via Shanghai 13th Mar. Gen.—H. A. L.	
Macbeth, Ger. s.s., 995, R. G. Zellner, 13th Mar.—Bangkok 3th Mar. Rice and Meal.—B. & S.	
Loongmoon, Ger. s.s., 1,495, F. Voge, 13th Mar.—Saigon 8th Mar. Paddy.—Order.	
Sosho Maru, Jap. s.s., 1,119, Y. Yamamoto, 13th Mar.—Anping and Swatow 11th Mar. Gen.—O. S. K.	
Childar, Nor. s.s., 1,102, H. Nilsson, 13th Mar.—Bangkok 6th Mar. Rice.—Chinese.	
Rajaburi, Ger. s.s., 1,904, H. Brown, 13th Mar.—Bangkok 6th Mar. Rice.—M. & Co.	
Kwaiyang, Br. s.s., 1,224, M. Dawson, 13th Mar.—Chiofoo and Wei-hai-wei 8th Mar. Gen.—B. & S.	
Chenau, Br. s.s., 1,350, L. Jones, 13th Mar.—Shanghai 10th Mar. Gen.—B. & S.	
Onnang, Br. s.s., 1,787, Woolley, 13th Mar.—Karatu 7th Mar. Coal.—J. M. & Co.	
Choyang, Br. s.s., 1,474, Courtney, 14th Mar.—Canton 13th Mar. Gen.—J. M. & Co.	
Atsuta Maru, Jap. s.s., 2,584, Wm. Thompson, 14th Mar.—Shanghai 11th Mar. Gen.—N. Y. K.	
Polystene, Fr. s.s., 3,543, Bruno, 14th Mar.—Saigon 10th Mar. Gen. Cargo.—M. M. K.	
Kensu, Br. s.s., 1,143, D. K. Davies, 14th Mar.—Hongkong 6th Mar. Coal.—B. & S.	
Spir, Norw. s.s., 870, J. Horn, 14th Mar.—Hongkong 11th Mar. Coal.—Asgaard.	
Thoresen & Co.	
Knivsberg, Ger. s.s., 645, A. Nijahs, 14th Mar.—Haiphong via Pakhoi and Hoibow 9th Mar. Gen.—J. M. & Co.	
Chosun Maru, Jap. s.s., 1,301, T. Suruga, 14th Mar.—Swatow 13th Mar. Gen.—O. S. K.	
Ernest Simons, Fr. s.s., 4,561, R. Girard, 14th Mar.—Shanghai 11th Mar. Gen.—M. M. K.	
Yawata Maru, Jap. s.s., 3,861, J. Sakuma, 14th Mar.—Melbourne, Feb. Sleeper and Flour.—N. Y. K.	
Haiching, Br. s.s., 1,267, W. C. Passmore, 14th Mar.—Coast ports and Swatow 13th Mar. Gen.—D. L. & Co.	
Minotaur, Br. cruiser 14,500, Cayby, 14th Mar.—Southampton at 10 a.m.	
Loongyang, Br. s.s., 1,093, F. Wheeler, 14th Mar.—Manila 14th Mar. Hemp and Gen.—J. M. & Co.	

**Clearance at the Harbour Office.**  
*Sogovia*, for Singapore.  
*Chohsing*, for Hoibow.  
*Kansu*, for Canton.  
*Chenau*, for Canton.  
*Changchow*, for Hoibow.  
*Chowang*, for Shanghai.  
*Sutton Hall*, for Daloy.  
*Victoria*, for Haiphong.  
*Polystene*, for Shanghai.  
*Hongkong*, for Haiphong.  
*Choyang*, for Swatow.

**Passengers arrived.**  
 Per *Loongyang*, from Manila—Miss Luccord, Messrs. Preg, L. Zibolbeck, W. Jenkins and H. O. Lub w.  
 Per *Chenau*, from Shanghai—Capt. Eddy, Mrs. McIntyre, Mr. and Mrs. Stewart and 2 children, Messrs. Felfor, Messrs. Edwards, Beer, Angus, Dr. Kreiger, and 40 Chinese.  
 Per *Ernest Simons*, from Shanghai for Hongkong—Mr. M. Bravner and 100, Messrs. Ordner, Rose, Benis, Miss Bruce, Mr. Wancel, H. E. Chu, Messrs. Wong Woon Tan, Isaac, and 51 Chinese. From Yokohama—Mr. Lum Chung.

Per *Atsuta Maru*, from Shanghai for Hongkong—Rev. W. S. Beattie, Mr. H. Hirose, Mr. and Mrs. H. G. Ewon Brown, Miss Brown and Mr. M. Mori. For Singapore—Messrs. W. E. Buckridge, Arnold Rohde and Mrs. H. Shirose and a baby. For Sydney via Hongkong—Mr. and Mrs. E. W. Clements, Messrs. D. Harvey, E. J. W. Clements and C. B. Pott, Mr. Traill, Mr. and Mrs. Chas. Bastin, Mr. Armond Bastin, Miss Maria Bastin, Messrs. Y. Kagami, I. Ishibashi, Dr. and Mrs. C. F. Mills, Messrs. T. Akiyama, B. Nagamachi, and S. Hachishima. For London—Mrs. A. C. Hutton Potts, Miss K. Hutton Potts, Master Geo. Hutton Potts, Mr. and Mrs. J. S. Edson and 2 children, Mr. and Mrs. Jas. Barson, Misses May Barson, Misses Barson, Mrs. B. E. Metcalf, Masters Henry K. Metcalf, Bernard L. Metcalf, Maurice R. Metcalf, Miss Edith Marsden, Mrs. L. Beadles, Messrs. K. Tausch, K. Nitta, K. Takeda, I. Honda, S. Naoki, Mr. and Mrs. Jas. Scott, Mrs. A. Wright, Mrs. S. Horuchi, Miss W. Utogawa, Mr. K. Yamaguchi, Messrs. W. Kato, K. Sasaki, K. Horikawa, K. Minagawa, I. Ishikawa, H. Sugino, C. Shinohara, B. Kamiya, G. Ishibashi, C. Rea and J. Sharples.

Per *Polystene*, for Hongkong from Marseilles—Messrs. Anburt, M. J. Barocco, A. Mayor, A. Maldonado. From Port Said—Messrs. Talset Amour and native infant, Boleman and Hassee. From Bombay—Messrs. Maugham, Gangaroon and Muchib. From Colombo—Mr. Carrere. From Singapore—Messrs. E. A. Suggist, G. Dodwell, G. M. Dowell, Mrs. W. A. Dora Dowell, Major Kirke, Messrs. See Hong, Wong Chee Kuan, Harzimon and servant. From Saigon—Messrs. E. L. V. Chaplin, Marshall, Mrs. Shampson and servant, Messrs. Grimaud, Escado and 24 Chinese. For Shanghai from Marseilles—Mr. and Mrs. Delage, Mr. and Mrs. Shipway, Mr. Mourret and 3 Chinese. From Colombo—Messrs. Klein, Schwalb, Ties. From Singapore—Messrs. Liu Nam Dong, Pang Hong So, From Saigon—Messrs. Tapenax and Monguechi. For Kobe from Colombo—Mrs. Ogawa. From Singapore—Mr. Peijian. For Yokohama from Marseilles—Mr. (Metcalf). From Colombo—Mr. and Mrs. G. R. Dotal and child, Mr. Pestojas. From Singapore—Messrs. Geo. Antler and Ant, Gonzo.

**Passengers departed.**  
 Per *Hainan*, for Swatow—Mr. W. H. Bircham, Rev. Father Chin, Rev. Fathers Casan, and Mr. Raulb.  
 Per *Haiyang*, for Amoy—Miss Jean Aurely, and Mr. G. R. Moreison. For Foochow—Mr. and Mrs. Siemssen and 3 children, Mr. Fred Siemssen, Misses Mabel Siemssen, Glenville, and Mr. J. W. Sigis.  
 Per *Chenau*, for Shanghai—Rev. P. Colobau, Mr. and Mrs. W. N. Blacklock, John and Mrs. Green, Mr. and Mrs. W. D. Gale.

Mr. and Mrs. A. L. Kulp, Mrs. A. A. Kratz, Misses M. L. J. A. Nelson, Wm. Sanders, Misses Emily Scott, Isabelle Scott, Mrs. H. H. Skeritt, Messrs. J. H. Watson, W. A. Gillespie, A. Calne, A. C. Morrison, Mr. and Mrs. F. W. Barker, Rev. J. S. Pierce, Mrs. Boyd, child and native servant, Mr. J. Johnson, Mr. and Mrs. D. G. Churchill, and 2 children, Mr. and Mrs. E. G. White, Messrs. L. T. Russell, P. Bavington, Mr. F. Morehead, Misses M. Morehead, L. How, E. B. Buckingham, Messrs. Hen Director Backstein, G. W. McEwen, Julius Kempf, S. Ido, Ko Po Sham, J. Brocksmith, Mr. W. O. Bunner, Messrs. C. D. Morton, M. J. Bedall, Mrs. W. T. Roddy, Messrs. J. C. Penney, D. A. Hopkins, J. L. Louis, W. P. Miller, Mr. and Mrs. Chas. Sang, Messrs. Chin Yow, Chen Cheong, Li Kwoon Yab, Miss Rose Fernandez, Mrs. A. Shively, Mr. Chas. Bennett, Mr. and Mrs. Herbert Wilkes, Messrs. A. W. Marston, Mr. and Mrs. O. M. Shields, Quan Joy, Quan Lee Ong, Mrs. Quock Shee, (2), Messrs. Quan Jan, Q. Jan, Ming, Quan Gen, Kwoon Shing, Ho Chin, Mrs. J. L. Minor and infant, Mr. and Mrs. Chiu, Dea Kan, Mr. and Mrs. P. Rose, Messrs. Quan Yau Po, H. W. Pairy, and Rev. Geo. F. Fitch.

**Shipping Report.**  
 Str. *Chenau*, from Shanghai.—Strong N.E. monsoons.  
 Str. *Maichu*, from Bangkok.—N.E. winds and rough sea.  
 Str. *Glenstrae*, from Singapore.—Moderate to fresh N.E. monsoon during passage from Bangkok.

Str. *Kwaiyang*, from Chiofoo and Wei-hai-wei.—Strong N.W. winds from Heilshun Islands to Swatow otherwise fine.

## VESSELS IN PORT.

**STAMERS.**  
 Aline Weermann, Br. s.s., 1,449, J. D. Matlin, 9th Mar.—Saigon 4th Mar. Rice and Gen.—Man Fat.  
 Capri, Ital. s.s., 4,200, J. Dini, 12th Mar.—Bangkok 7th Feb. Gen. & Co.  
 Chingchow, Br. s.s., 1,203, R. Lewis, 11th Mar.—Canton 10th Mar. Gen.—B. & S.  
 Chowin, Ger. s.s., 2,055, F. Schmeis, 6th Mar.—Bangkok 27th Feb. Timber and Rice.—M. & Co.  
 Empress of Jap. Br. s.s., 3,309, W. Danison, 4th Mar.—Vancouver, B. C. 10th Mails Gen.—C. P. R. Co.  
 Fri, Nor. s.s., 860, N. Anderson, 4th Mar.—Saigon 27th Feb. Rice.—Asgaard, Thoresen & Co.  
 Fumi Maru, Jap. s.s., 1,569, S. Kawamura, 7th Mar.—Taraku 27th Feb. Liquid Fuel.  
 Hainan, Br. s.s., 1,449, J. D. Matlin, 9th Mar.—Saigon 4th Mar. Rice and Gen.—Man Fat.  
 Hunst, Fr. s.s., 998, A. D. Mondy, 10th Mar.—Barry 27th Jan. Coal.—Admiralty.  
 Ichang, Br. s.s., 1,228, Tubbien, 28th Feb.—Canton 27th Feb. Gen.—B. & S.  
 Itakushima Maru, Jap. s.s., 3,200, Katori, 11th Mar.—Moji 4th Mar. Coal.—M. R. K.  
 Laishan, Br. s.s., 2,225, E. J. Tadd, 9th Mar.—Singapore 3rd Mar. Gen.—J. M. & Co.  
 Manchuria, Am. s.s., 8,750, A. Dixon, 7th Mar.—San Francisco 9th Feb. Mail and Gen.—P. M. S. S. Co.  
 Pauling, Br. s.s., 1,059, E. L. Jones, 10th Mar.—Saigon 4th Mar. Rice.—B. & S.  
 17th, 18th Feb. Salk.—Doddell & Co.  
 Quarta, Ger. s.s., 1,446, Madsen, 11th Mar.—Chebrou 8th Feb. Sugar.—J. C. J. L.  
 Shaohsing, Br. s.s., 1,307, McIntosh, 10th Mar.—Saigon 8th Mar. Rice.—B. & S.  
 Shikoku Maru, Jap. s.s., 3,699, Seko 8th Mar.—Moji 2 d Mar. Coal.—Ataka & Co.  
 Seachuan, Br. s.s., 1,147, J. V. Sidford, 7th Mar.—Daley 1st Mar. Gen.—B. & S.  
 Talsheh, Br. s.s., 1,120, J. G. Laing, 12th Mar.—Canton 11th Mar. Coal and Cement.—Bradley & Co.  
 Tacoma Maru, Jap. s.s., 6,128, H. Yamamoto, 7th Mar.—Manila 4th Mar. Gen.—O. S. K.  
 Test, Br. s.s., 1,446, A. W. O'Connell, 11th Mar.—Manila 8th Mar. Gen.—B. & S.  
 Tung Shing, Br. s.s., 1,773, W. Stalker, 12th Mar.—Saigon 7th Mar. Rice and Meal.—J. M. Co.  
 Tsingpo, Chl. s.s., 1,470, Julius, 9th Mar.—Saigon 5th Mar. Rice.—Wallen & Co.  
 Victoria, Swed. s.s., 989, Thos Eckert, 12th Mar.—Haiphong and Hoibow 10th Mar. Rice and Gen.—Wallen & Co.

## DOCK RETURNS.

**HONGKONG AND WHAMPOA DOCK.**  
 H.M.S. *Jacob* .....

## TAIKOO DOCK.

Ichang .....

## Ships Passed the Canal.

18th January—*Bengla, Flintshire, Pelus, Siah, Sunda, Yaddo*. 21st January—*Ernest Simons, Flintshire, Glauca, Gaden, Hirono Maru, Kuang Si, Luton, Peko*. 25th January—*Alas, Indramayo, Miyasaka Maru, Palawan, Spacia, Suvola*. 1st February—*Bendara, Braemar, Manila, Danbakhira, Kama, Panchak, Prins Apkar, Siah, Sunda, Austria, Bulow, Togo Maru, Tonkin, Brinkberg, Frans Ferdinand*. 8th February—*Brigitte, Glamorgrange, Glenstrae, Iyo Maru, Idomani, Karanga, Onja, Sicilia, Salsagamba*. 11th February—*Kawachi Maru, Dardani, Liberia, Montross, Nile, Oceanien, Ginyang*. 15th February—*Banyuwa, Cathay, Malloppo*. 18th February—*Cardinal, Desflinger, Kama Maru, Kiano Maru, Klisi, Lantier, Nippon, Polystene, Scandia, Socotra, St. Croix*. 22nd February—*Derflinger, Teahat, Errah, Oogach, Sikkona, Alasia*. 25th February—*Culcher, Nera, Prins, Scandia, Syria, Vandalia, Waka Maru*. 1st March—*Bendara, Gladya, Inverness, Monmouthshire, Myrindon, Sardinia, John Hardie, Pembroke, Prinz Ludwig*. 4th March—*Aht Maru, Ballastore, Oceanien, Parica, Prims, P. B. Friedrich*. 8th March—*Argentina, Arizanas, Belgravia, China, Kennah, Sado Maru, Ping Sui, Sumatra*. 11th March—*Ching Wo, Andalusia, Draculon, Nora, Tonnara*.

Arrivals at Home—18th January—*Tonkin, Condon, Brucemore, Prins Ludwig, Sado Maru*. 25th January—*China, Namur, Derflinger*. 28th January—*Alasia, Nera, Sikkona, Sunda, Austria, Bulow, Togo Maru, Tonkin, Brinkberg, Frans Ferdinand*. 8th February—*Brigitte, Glamorgrange, Glenstrae, Iyo Maru, Idomani, Karanga, Onja, Sicilia, Salsagamba*. 11th February—*Kawachi Maru, Dardani, Liberia, Montross, Nile, Oceanien, Ginyang*. 15th February—*Banyuwa, Cathay, Malloppo*. 18th February—*Cardinal, Desflinger, Kama Maru, Kiano Maru, Klisi, Lantier, Nippon, Polystene, Scandia, Socotra, St. Croix*. 22nd February—*Derflinger, Teahat, Errah, Oogach, Sikkona, Alasia*. 25th February—*Culcher, Nera, Prins, Scandia, Syria, Vandalia, Waka Maru*. 1st March—*Bendara, Gladya, Inverness, Monmouthshire, Myrindon, Sardinia, John Hardie, Pembroke, Prinz Ludwig*. 4th March—*Aht Maru, Ballastore, Oceanien, Parica, Prims, P. B. Friedrich*. 8th March—*Argentina, Arizanas, Belgravia, China, Kennah, Sado Maru, Ping Sui, Sumatra*. 11th March—*Ching Wo, Andalusia, Draculon, Nora, Tonnara*.
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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROVED DIVIDEND PER SHARE LAST DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,007,819	\$2.5/- for half year ending 31.12.09 @ ex 1/5/- = \$15.11 .....	4 %	\$960 sellers. London \$88.15 [ex div.]
Natlonal Bank of China, Limited .....	99,925	7	46	{ \$4,000 \$1,000 }	\$30,558	\$2 (London 1/6) for 1909 .....	...	\$73 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$524,183 \$308,791 \$195,000 }	none	\$10 for 1908 .....	7 %	\$170 buyers
North China Insurance Company, Limited .....	10,000	15	45	{ Tls. 22,500 Tls. 22,500 Tls. 22,500 }	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 114 buyers
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$500,000 \$175,428 \$105,449 \$50,000 }	\$1,044,821	Final of 5/- making 54/- for 1907 and interim of 25/- for 1908 .....	5 1/2 %	\$910 sales
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$304,405 \$199,264 }	\$707,627	\$12 and bonus \$3 for 1907 .....	7 %	\$250 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	70,000	\$100	\$10	{ \$1,000,000 \$438,668 \$188,502 }	\$375,341	\$6 and bonus \$2 for 1907 .....	7 %	\$109 ex div. b.
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$1,434,178 }	\$68,721	\$27 for 1907 .....	8 %	\$335 ex div. b.
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$15	{ \$7,000 \$29,000 }	\$1,085	\$1 for 1908 .....	...	\$73 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$100,000 }	Nil.	2 1/2 for year ending 30.6.1908 .....	...	\$24 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$100,000 \$100,000 \$100,000 }	\$10,766	Final of 1 1/2 for account 1910 .....	8 %	\$503 sales
Indo-China Steam Navigation Co., Ltd. (Preferred Do. (Deferred) .....	60,000 60,000	£5 £5	£5 £5	{ £100,000 £100,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/6 11/16 = \$3.154 3rd in. of 2/- per sh. (comp. No. 13) making in all 4/- for '08 & interim of 1/- for ac. '09 }	...	\$63 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ £2,000,000 £2,000,000 }	£68,817	\$1.00 for year ending 10.4.1909 .....	4 %	\$79/6 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ \$100,000 \$48,083 }	\$2,121	\$0.50 for year ending 10.4.1909 .....	3 1/2 %	\$26 sales \$14 1/2
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$150,000 \$150,000 }	Dr. \$5,858	\$5 for year ending 31.12.08 .....	3 1/2 %	\$170 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$1	\$100	{ \$100,000 Tls. 100,000 }	Dr. \$135,893	\$3 for 1897 .....	...	\$31 buyers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 6.02	Tls. 10 for year ending 31.8.09 .....	...	Tls. 740 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	Pa. 1	{ £175,000 £175,000 }	£1,431	Final of 1/6 making 3/- for 1909 .....	7 %	Tls. 18 1/2 Pa. 10 buyers
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	{ \$100,000 \$100,000 }	none	First year .....	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited .....	150,000	18/10	£1	{ £4,371 £4,371 }	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$6 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$45,000 \$45,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$55	\$50	{ \$30,000 \$30,000 \$30,000 }	\$10,108	None .....	...	\$64 sales
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$5	\$50	{ \$50,000 \$50,000 \$50,000 }	\$138,725	Interim of 5 1/4 for account 1909 .....	...	\$64 sellers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,261	Interim of Tls. 2 1/2 for 1908 .....	6 1/2 %	Tls. 83 buyer
Shanghai and Hongkong Wharf Company, Limited .....	30,000	Tls. 1	Tls. 100	{ Tls. 607,237 Tls. 100,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	7 %	Tls. 127 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 1	Tls. 100	{ Tls. 15,000 Tls. 15,000 }	Tls. 4,134	Tls. 6 for year ending 30.2.09 .....	5 1/2 %	Tls. 102 sellers
Central Stores, Limited .....	50,123	\$15	\$15	{ \$1,000 \$1,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue. Interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	\$106 buyers
Hongkong Hotel Company, Limited .....	12,000	\$5	\$50	{ \$50,000 \$50,000 }	\$19,272	Interim of 3 1/4 for account 1909 .....	6 1/2 %	\$110 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	8,000	\$5	\$25	{ \$100,000 \$100,000 }	\$27,921	Interim of 3 1/4 for account 1909 .....	6 1/2 %	\$85 sales
Humphreys Estate & Finance Company, Limited .....	150,000	\$1	\$10	{ \$150,000 \$150,000 }	\$5,471	45 cents for 1909 .....	6 %	\$8 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ \$300,000 \$300,000 }	\$219	\$2 1/2 for 1909 .....	5 1/2 %	\$27 1/2 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,215,045 Tls. 1,000,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909 .....	6 1/2 %	Tls. 105 s.
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$625,000 none }	\$1,958	Final of 11.8 for account 1909 .....	8 1/2 %	\$42 1/2 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 5	{ Tls. 210,000 Tls. 40,000 }	Tls. 10,991	Tls. 11 for year ending 31.12.09 .....	8 1/2 %	Tls. 132 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	25,000	\$10	\$1	{ \$100,000 \$100,000 }	\$9,551	50 cents for year ending 31.7.08 .....	...	\$6 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06 .....	...	Tls. 66 sellers
Yao-Kong Cotton Spinning and Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 10	{ Tls. 100,000 Tls. 100,000 }	Tls. 4,839	Tls. 6 for 1909 .....	...	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 50	{ Tls. 31,172 Tls. 31,172 }	Tls. 15,011	Tls. 50 for 1906 .....	...	Tls. 380
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$1,500 }	£648	15 % per share for 1908 .....	10 %	\$10
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ \$720,000 \$720,000 }	Nil.	\$1.20 for 1908 .....	...	\$10 buyers
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 }	\$61,138	50 cents for year ended 28.2.06 .....	...	\$64 sellers
Do. Do. special shares .....	50,000	\$1	\$1	{ \$500,000 \$500,000 }	\$1,407	80 cents for 1909 .....	8 1/2 %	\$83 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 }	\$1,407	\$1.20 for year ending 31.7.09 .....	8 1/2 %	\$18 sales
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$2,800,000 \$2,800,000 }	\$1,891	Interim of 35 cents for account 1909 .....	10 %	\$12 sellers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 }	\$3,756	8 cents for year ending 31.12.08 .....	8 1/2 %	\$12 1/2
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$120,000 \$120,000 }	\$670	\$1 and bonus 20 cts. for year ending 30.3.09 .....	6 %	\$20 1/2 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$1	{ \$600,000 \$600,000 }	\$5195	Final of \$8 for 1909 .....	10 %	\$167 ex div.
China-Borneo Company, Limited .....	5,000	\$25	\$10	{ \$125,000 \$125,000 }	\$7616	Final of \$1 making in all \$1 for 1909 .....	8 1/2 %	\$111 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ \$600,000 \$600,000 }	\$8790	4th interim of Tls. 12 1/2 for 1909 .....	6 %	Tls. 1,085 s.
Mitsubishi 1st Mfr. Bosch & Landbouwer plant in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 61,924 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 .....	6 1/2 %	\$13 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$250,000 \$250,000 }	\$2,204	None .....	3 %	\$10 buyers
Peak Tramways Company (new) .....	50,000	\$10	\$10	{ \$500,000 \$500,000 }	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908 .....	4 1/2 %	Tls. 150
Philippine Company, Limited .....	75,000	\$10	\$10	{ \$750,000 \$750,000 }	Pa. 18,640	None .....	...	\$24 sellers
Shanghai-Samatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 12,810 Tls. 75,000 }	Tls. 5,250	40 cents for year ending 31.5.09 .....	8 %	\$5 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	{ \$150,000 \$150,000 }	Dr. \$31,006	60 cents for year ending 31.12.03 .....	5 %	\$10 sellers
Steam Laundry Company, Limited .....	20,000	\$25	\$25	{ \$500,000 \$500,000 }	\$172	60 cents per ord. share for year ending 31.5.09 .....	7 1/2 %	\$13 1/2 buyers
Union Waterworks Company, Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 }	\$342	Final of 30 cents for 1908 .....	6 1/2 %	\$7 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	{ \$100,000 \$100,000 }	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1909 .....	...	\$3 sellers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	{ \$900,000 \$900,000 }	\$2,613			
William Powell, Limited .....	15,000	\$7	\$7	{ \$105,000 \$105,000 }	\$782			

## Intimations

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DE FILIPINAS.

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Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

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Have just unpacked a Large Consignment of  
ENGLISH BICYCLES AND ACCESSORIES  
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FOR HIRE AND SALE.

REPAIRING All kinds of TYPEWRITERS,  
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,  
and All sorts of MACHINERY.

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PRICES MODERATE.

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9, Canton Road, Kowloon.

Hongkong, 2nd March, 1910.

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OSMAN &  
CASUM,

1 &amp; 3, D'AGUIAR STREET

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Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.Samples on application.  
Coast Port Orders carefully  
executed

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HAIR DRESSING SALOON.

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CIGARS, CIGARETTES

TOILET REQUISITES

FOR SALE

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HONGKONG.YEE SING,  
No. 4, D'AGUIAR STREET.MANUFACTURE WHOLESALE AND  
RETAIL DEALERS  
in all kinds of hand-made  
DRAWN and EMBROIDERED CHINESE  
LINE GRASS CLOTH, FEWTER  
WARE, &c.  
all of the best quality.  
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THAHA.FINEST ASSORTED  
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AND

GEMS

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Gold Guaranteed.

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HONGKONG.

Hongkong, 2nd March, 1910.